

Kent on Sunday

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East Edition No 592

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Don't assume row over pass doesn't have impact on you

IF YOU don't have children at a secondary school in Kent, then the chances are you'll have paid little interest to the recent fuss over the decision by the county council to withdraw the full benefits of its popular Freedom bus pass.

Yet you do so at your peril. Because the impacts of the move will be felt by us all.

By making it £100 for just £350 worth of travel - rather than unlimited - the knock-on effect is inevitable. With many parents - not just the ones living in the sticks - facing having to pay nigh on £1,000 extra, many will simply opt instead to take to our roads and drive them there. Especially if they have more than one child of secondary age.

The consequences will be clogged highways, higher pollution and more danger to those children who live close enough to the school to walk.

Even the bus companies will

miss out in the long run as youngsters turn their back on public transport. In short, no-one wins.

The debate is one which isn't going away fast. Kent County Council may, indeed, be a victim of its past generosity, but in a county which trumpets its selective school system, surely it has a moral responsibility to both the child - to get them to school safely - and the parent - to not allow them to choose a school assuming transport costs will be £100 and then ten times that just weeks after they start.

Inside this weekend's edition, we take a special look at the issues and speak to those on both sides of the argument.

Even if you didn't care before hand, I'd urge you to read it and come to your own conclusions. And why not share your views with us?

You can write to the address on the bottom right of this page. Have a good weekend.



Editor **Chris Britcher**

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GCSE league tables show concerns for grammars

By Marijke Cox

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PERFORMANCE within many of the county's secondary schools at GCSE is continuing to improve – but nine are still struggling to make the benchmark grade.

And of equal concern is a dip in standards of some of our grammar schools.

Official league tables for the 2013 exam results showed Kent has one of the lowest performing schools in England.

The Castle Community College in Deal saw just 20 per cent of its pupils achieving the standard five 'good' GCSEs at A*-C including English and maths – dropping from 50 per cent in 2012.

Department for Education chiefs insist schools must have 40 per cent of their students achieving the national benchmark.

Eight others also failed to make the grade, one being Walmer Science College which closed last summer, after the GCSE exams were taken, to amalgamate with Castle Community College.

The Marlowe Academy in Ramsgate, which recorded just 14 per cent in 2010, placing it as the



RESULTS: Good news for many students as schools improve, but some grammars showed a drop

third worst school in the country, saw figures rise to 28 per cent.

Kent's grammars, as to be expected, were top of the class with five seeing 100 per cent of its students make the grade.

They were Folkestone School for Girls, Invicta Grammar, Maidstone Grammar, Skinners and Tonbridge Grammar.

But 10 of the 33 grammars saw numbers drop since 2012, albeit in some cases by only one or two per cent.

Others, however, such as

Oakwood Park Grammar School dropped from 99 per cent to 95 per cent and Simon Langton for Boys from 95 per cent to 91 per cent, despite introducing its own 'super selective' entry levels. Nearby mixed grammar Barton Court had a 99 per cent pass rate.

Education consultant Peter Read, of Kent Independent Education Advice, said: "My formula is that grammar schools should average at least 98 per cent, allowing a couple of children who

are ill or have other specific reasons for not being up to the mark. Of course a school might have a crop of such, so put in another two per cent in an exceptional year, and I maintain all grammar schools should achieve 96 per cent or more year in, year out."

Medway's secondaries maintained an average of 61 per cent of all pupils achieving five good GCSEs. Read the full list online at www.education.gov.uk.

Dramatic rise in crime statistics due to changes in recording practices

NEW crime statistics for Kent have shown a sharp rise in overall crime following an overhaul in the recording process.

Official data released in the Crime Survey of England and Wales showed a dramatic eight per cent increase in crime in the county, while the rest of the country saw figures decrease.

The noticeable rise is down to reforms put in place last year at Kent Police following a damning report by HM Inspectorate of Constabulary, which found that one in 10 crimes had been inaccurately recorded.

The report, commissioned by Police and Crime Commissioner Ann Barnes, also uncovered an 'institutional bias' suggesting police in the past were chasing numeric targets rather than tackling crimes which may have had a greater impact on people in Kent.

It exposed the force for the sometimes incorrect use of "no crime" – when a recorded crime is later reviewed and declared not to be a crime.

The report, which the PCC chose to

make public, set the wheels in motion for a major shake-up to the force's crime recording practices to make them more stringent.

Improvements have been made with Mrs Barnes stating that Kent Police now has the best crime recording in the country.

It has, however, in the latest statistics, led to a huge disparity between recorded offences seen everywhere else in the country.

Speaking to KoS about crime recording earlier this month, the new chief constable Alan Pughley said the force was initially getting nine out of 10 right.

"It was 90 per cent then, now it's 96-97 per cent," he said.

Mrs Barnes said the force had "taken it on the chin and put it right".

"They now have compliance of around 96/97 per cent," she said.

"They'll tell you it's the best thing that happened. We know here in Kent that recorded crime is actually accurate. It's important we have trust in crime figures."

Wet weather set to continue with more flooding expected

MORE wind and rain looks set to hit the county this weekend, after the Met Office issued a fresh weather warning for Sunday – bringing with it the threat of yet further flooding.

Forecasters are predicting much of the nation will suffer from poor conditions – with southern parts of the UK prone to flooding due to already high rivers and drenched ground.

The Met Office warning says:

"Another spell of wet and very windy weather will cross the UK from the west during Sunday.

"Heavy rain and strong winds are likely to affect many parts for a time, with further flooding anticipated, either as a result of surface water flooding or exacerbation of existing flooding issues.

"The public should be aware of possible disruption to transport and continuing risk of flooding."

Killer given extended jail term for trying to pressure witness

A FORMER boxer locked up for killing a man in a kebab shop has had his jail term increased for perverting the course of justice.

Edward Ives beat Ben Mahoney to death in the House on the Hill in Dartford on April 20 last year.

He was found guilty of manslaughter and jailed for eight years in December.

But while on remand, he had asked Thereza George, 42, of

Hamptons Crescent, Gravesend, to tell her partner Neil Sookoo, 37, of the same address, to force a prosecution witness to retract his statement.

The couple hatched a plan but were arrested, charged and found guilty by a jury of perverting the course of justice.

Sookoo was this week jailed for four years and George 18 months. Ives admitted the charge and was given an extra 32 months in jail.



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Drop in motorists guilty of festive drink driving

MORE than 150 motorists were found to be above the drink drive limit during Kent Police's traditional Christmas crackdown.

In figures released this week, the number of motorists being stopped and breath tested was up on the previous year - but the number of positive results was down.

Between December 1, 2013, and January 1, 2014, 334

motorists were tested and 156 were found to be over the limit.

During the same period the year before, 277 were tested and 178 proved positive.

Sgt Hannah Brown said: "Whilst the figures are encouraging there are still too many people who are ignoring our safety messages and warnings over the festive season."



SHOVELER: Cliffe's a popular place

Duck delight at record size of bird flocks

THE miserable weather may be making us all feel gloomy, but, as the cliché goes, it's proving great for ducks.

According to bird charity the RSPB, it has seen the highest number of one of the UK's most attractive ducks, the shoveler, at its Cliffe Pools reserve for decades.

Cliffe Pools is situated on the Isle of Grain.

Birder Murray Orchard counted 720 of the birds dispersed across the flooded clay pits on the North Kent Marshes.

Mr Orchard said: "This count is probably the highest at a single site in Kent since 1961.

"In my experience, the last two winters have seen the largest gatherings of waders and ducks in the history of Cliffe Pools.

"I have never before seen so many shoveler in one place at one time - the total is four times the national threshold and almost twice the international threshold for conservation significance."

The male shoveler has an enormous beak and striking plumage and is normally seen in much lower numbers, less than a hundred.

The clay pits at Cliffe became an RSPB reserve in 2000 and are unique in the Thames estuary for their saline lagoons.

Tiltman murder: Could man be charged 21 years after her brutal death?

By Chris Britcher

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PROSECUTORS are considering a case file from Kent Police which could lead to a man being charged with the murder of Claire Tiltman 21 years ago.

The Crown Prosecution Service has confirmed it is examining a dossier presented by Kent detectives who have continued to hunt for the killer of the teenager, who was murdered on January 18, 1993.

Just last weekend, school friends of Tilt, as she was known, gathered for a special event to keep her memory alive at Dartford's Princes Park and to mark the 21st anniversary of her passing.

The Dartford Grammar pupil was brutally stabbed to death just days after her 16th birthday as she walked along an alleyway close to her home in Greenhithe. She had gone to see a friend.

Her parents fought tirelessly to keep the case alive, but both died be-



TRAGIC: Claire Tiltman

fore seeing anyone brought to justice.

Although the name has not been confirmed, it is widely believed to be that of Colin Ash-Smith.

The former milkman was quizzed at the time of Claire's death but nev-

er charged. He was subsequently given three life sentences for attacks on other women. One of his victims, Charlotte Barnard, 22, was stabbed just yards from where Claire had been attacked, in 1995.

Police raided his home - where his parents live - in Stone, near Dartford, last September as part of their on-going investigations.

His father, Aubrey Ash-Smith, has always strenuously denied his son was involved in her murder.

The CPS says it is "considering a file of evidence submitted by Kent Police in relation to the murder".

It is believed a decision will be taken "in weeks rather than months".

Last weekend her friends, who set up the Justice for Claire campaign and website, attended a charity concert in Dartford which raised £3,000. The money went to the EllenorLions Hospice, where Claire's mother Lin spent her last days before dying of cancer in 2008, and The Fire Fighters Charity. Claire had told friends she wanted to one day become a fire fighter.

Get fit and raise cash as Sport Relief is back

SPORT Relief is returning in March, with a host of events taking place over the main focus of the fundraising campaign - March 21-23.

One of the main activities will be mile-long sponsored runs, with events already scheduled for Gravesend, Canterbury and Ashford.

In addition, there will be swimathons in Whitstable, Tonbridge and Margate.

Last time Sport Relief was staged, in 2012, more than £850,000 was raised in the south east region, with the money going towards funding more than 60 projects across the region, as well as those in the world's most deprived areas.

The last time the event took place, comedian John Bishop cycled, rowed and ran from Paris to London - running through Kent with a host of celebrity chums including Chris Moyles and Frank Skinner.

In total he raised £1.6m for the charity. For more details on events in Kent see www.sportrelief.com.

Barrister's key role in Syrian deaths probe

A SENIOR barrister from Canterbury was in the headlines this week after being behind a report which seemed to provide proof of atrocities being conducted by the Syrian government.

Sir Geoffrey Nice, who lives in Adisham, was one of three international lawyers asked to examine photographs of tens of thousands of dead prisoners.

They are believed to have been smuggled out of war torn Syria, along with the photographer that took them.

Sir Geoffrey, best known for leading the international court prosecution of former Yugoslav dictator Slobodan Milosevic, said he believed the evidence supported findings of crimes against humanity carried out by the Syrian government, led by controversial leader Bashar al-Assad.

He described the find as "unusual and surprising" and similar in scale to that recovered by the Allies at the end of the Second World War and revealed during the Nuremberg trials.

Flood hit area should have 'warning sirens'

SIRENS should be installed in flood-hit Yalding in an effort to better warn residents of impending floods.

That is the call from Liberal Democrat councillor Rob Bird as the examination into last month's flooding got under way at County Hall.

Cllr Bird, who lives in Yalding, told KCC's cabinet that official flood warnings by the Environment Agency failed to prepare people for the severity of the flooding.

He said: "Lives were put at risk during recent floods in Kent as a result of an inadequate warning system.

"KCC select committee inquiries following floods in 2000 and 2007 both recommended improvements to the system, including the use of sirens, but the lack of warnings were still a major cause of concern 13 years later."

Meanwhile, politicians were this week trying to get to the root of claims Yalding was a proposed site for a new garden city. Full story on page 9.

agenda

What will make next week's headlines...

Service to beat bullies and abuse set to go live

CHILDREN'S charity the NSPCC is launching a groundbreaking new service in primary schools across Kent and Medway to help youngsters deal with problems such as bullying and abuse.

The Now I Know campaign, to be launched on Friday in Palm Bay School in Margate, will see the roll-out of the new ChildLine schools

service in primaries, offering tools to help children keep themselves safe and where to get help.

It involves the charity holding special assemblies, providing definitions of abuse and places to get support if needed.

The second stage is an interactive classroom workshop to reinforce the messages.



Sarah Walker, area coordinator for Kent and Medway, said: "Our volunteers will give children the confidence to talk about abuse, the knowledge to prevent it and the courage to find help."

Fresh talks over delayed Pleasurama site project

THE on-going saga of Ramgate's Pleasurama site is back on the agenda on Friday as a task group set up to examine the development meets again.

Talks will involve a review of the current development agreement and discussions over the external legal advice sought by Thanet District Council with regards to the delayed scheme.

The battle over the historic seaside entertainment site has raged for years, with the project plagued by delays caused by problems with funding by developers SFP Ventures.

Legal advice was sought by Thanet council into the development agreement and whether the council can enforce the current contract.

...also

BBC showcases railway

TWO episodes of BBC Two's Great British Railway Journeys, featuring routes through the county, are being aired this week.

Ex-Tory politician Michael Portillo will be taking viewers on a journey through towns including Gravesend and Dover in episodes on Wednesday and Thursday at 6.30pm.

Update on injury unit plan

HEALTH chiefs in Faversham will on Friday update County Hall members on Faversham's minor injury unit after plans to close it were put on hold.

A steering group has since been set up in response to the huge outcry, made up of campaigners, GPs and councillors.

Talks on mental health

MENTAL health services will be the topic of the day on Friday when County Hall members discuss provision for patients.

Child and adult services will be under the spotlight as well as plans to implement an adult mental health inpatients service review in Kent and Medway.

Chinese New Year events

CELEBRATIONS will begin next Friday for Chinese New Year, kicking off a fortnight of events across the county.

Events will be held in locations including Gravesend, Dover and the Medway towns. A festival is also being organised by the University of Kent.



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Garden city plans uprooted as 'political scaremongering'

Amid rare unity, suggestions that flood hit Yalding could be the site of a major development, featuring thousands of new homes, have received cross-party condemnation. **Joe Bill** finds out more

PLANS to build thousands of homes in one of the county's most flood prone villages, transforming it into one of a string of new 'garden cities', have been dismissed as "unfounded nonsense".

In last weekend's Daily Telegraph, Liberal Democrat leader, and deputy prime minister, Nick Clegg, called on his Conservative partners in the Coalition to be "up front and honest" about plans to build major new developments in Yalding, near Maidstone, and Gerard's Cross, in Buckinghamshire.

Both were touted as candidates for garden city status by a 'secret report' from Whitehall.

Garden cities are planned communities providing low density housing mixed with open rural land.

But since the story was first published, the plans have been widely derided locally, with even communities minister Eric Pickles claiming he had no idea where the report naming Yalding had originated.

However, he did say there was scope to build "one or two" garden cities in the UK and did not rule out future plans.

The choice of Yalding left many in the county baffled. It made national headlines recently after being the worst hit area for flooding over Christmas, and continues to be dogged by its vulnerability to rivers breaking their banks.

And there was no-one more surprised than local politicians, all of whom claimed they knew nothing of the proposals.

Conservative MP for Maidstone Helen Grant said: "This appears to be completely unfounded nonsense based upon allegations from unnamed sources."

"The people of Yalding have suffered greatly in the recent floods."

"This kind of shameful political scaremongering is the last thing that this community needs at such a harrowing time."

Mrs Grant also claimed that housing minister Kris Hopkins has denied the existence of any document planning a garden city invasion of Kent.

She said: "It was confirmed in a recent parliamentary question that his department has absolutely no plans to impose new towns on any part of the country and denies any knowledge of the alleged suppressed report."

Maidstone Borough Council was also quick to deny any knowledge of development plans for the area with leader Chris Garland adding that the

authority "has not approached the Government" and "has never considered" a garden city at Yalding.

Eric Pickles waded into the argument admitting that he would like to see garden cities developed across the nation to help solve housing problems.

Speaking during an interview on Sky News, the minister did point to the possibility that a report had been put forward by an "ambitious civil servant" from another department but once again denied any knowledge of a report mentioning locations.

"It would be over my dead body as far as I'm concerned", said Lib Dem's prospective parliamentary candidate for Maidstone, Jasper Gerard.

"Nick Clegg is trying to kick start a national debate, saying we need garden cities, which I completely agree with. But Yalding is patently not the right place for it. It would be like the lost city of Atlantis."

Mr Gerard believes that Yalding's location on a flood plain should rule it out of any future development and also explained that the village was not close enough to major road and rail networks to warrant its redevelopment. He said: "Even if it wasn't so prone to flooding, there simply isn't the infrastructure there to do it."

"A new town like Milton Keynes worked well because it was in open prairie land, not of great value and close to rail and motorway networks, where as Yalding isn't."

"I have been on the phone to ministers all week to make that point very clearly, and certainly on the Lib Dem side of things, there is complete agreement that Yalding isn't a suitable location."

Borough councillor for Maidstone's Marden ward, Steve McLaughlin, said: "The conclusion I have come to is that this is Lib Dem mischief making. All we can do is quote the hous-

“As a nation we need to have a debate about garden cities. But Yalding is patently not the right place for it. It would be like the lost city of Atlantis.”

Jasper Gerard,
Maidstone PPC for the Lib Dems



HOMES?: Lib Dem leader Nick Clegg, above middle, called on the Conservatives to tell the truth about their plans for Yalding, above right and top, but communities minister Eric Pickles, above left, said he knew nothing about them

ing minister that there are no real plans. The Lib Dems are quite good at mischief making while the Tories get on with the job in hand.

"To suggest a garden city should be placed there is bizarre, given all that has gone on before. It's not practical."

Local resident and Yalding parish council member, Vivienne Robinson, said she thought it was a practical joke.

She said: "I just think it must be a mistake. Nobody in their right mind could surely think Yalding is a great place for a garden city. I just wonder if they have got it mixed up with some-

where else beginning with Y. I would expect this sort of thing to come through on April 1.

"Yalding is a tiny, pretty village full of medieval churches and bridges, and there is not a resident here that would be pleased about a development, I think they would all lie down in the road to stop it happening."

Kent's Green Party also criticised the development plan and has instead called for either people to be moved away from the area, or for more money to be spent on new flood defences.

Chairman for Kent Greens, Stuart

Jeffery, said: "Yalding needs a future, yet all government seems to do is talk about more houses on flood plains while failing to protect those already built."

"The village has two options; the Government could invest massively in flood defences to fight nature or it could move people away from the worst of the flooding."

"Moving people, and potentially some of the historic buildings in Yalding, may be a more difficult political pill to swallow but it could provide the only long term solution."



Prisons, royal suppers and a love of gritty inner cities...

...meet the Bishop of Rochester, the Rt Rev James Langstaff. Faced with a diverse diocese, his mission also includes the thorny issue of getting the General Synod to support women bishops. He tells **Marijke Cox** what drives him and why the Church remains so relevant.

FROM the toughest urban neighbourhoods of inner city Birmingham to quaint rural villages in Norfolk, the Rt Rev James Langstaff has, you could say, seen it all.

It seemed a perfect fit, then, when he was announced as the Bishop of Rochester in 2010, tasked with overseeing a hugely diverse diocese stretching from the leafy, affluent west Kent borders, through to the less well-off Medway towns and into the urban grit of south London.

With more than 200 parishes, some 260 or so churches and at a time when traditional congregations were dwindling, it was undoubtedly a big challenge.

Add to that his more recent task of leading the women bishop proposals – arguably one of the most contentious issues in the Church of England's history – his time as the bishop has been no walk in the park.

Just last year, he was also announced as bishop of prisons, supporting prison chaplains and speaking on criminal justice issues in the House of Lords.

But sitting in Bishops Court, his residence in historic Rochester, he seems calmly focused on the challenges ahead.

Regarding the diocese, he admits his previous experience stood him in good stead.

"I suppose in terms of my own history, having done urban in Birmingham, suburban in Farnborough [in Hampshire] and rural in Norfolk, some of that plays into different communities here," he said.

"So I do understand small villages, but I also understand serious urban issues and we've got them all."

Rewinding back to his childhood, choosing such a religious path was never an obvious choice.

He admits his family were not particularly church-going.

But while at university, studying politics and economics, he became involved in a church group and was eventually encouraged to think about ordination.

"People who knew me in that walk of life began to ask questions of me," he said.

"A key person, who sadly died recently, went on to become Bishop of Coventry. He was a university chap-

lain at the time. He was the kind of person who, when he said something, you knew he meant it seriously."

And so the seed was sown.

He admits, however, that he met with mixed feelings from his family.

"My father occasionally went to church, my mother's not particularly church-going, my aunt is, so there were some influences there but I wouldn't see it as a strong strand in my childhood," he said.

"Their reaction when I chose that path was mixed, to be honest."

"But at the time I was engaged and my wife's family had much more tradition in that way."

"Her grandfather was a priest and so they understood it more than my own family did in a way."

He said he was "fairly relaxed" about the whole thing back then, instead taking it one step at a time.

But he admits the selection process was intense.

"It's an unusual walk of life, which makes particular demands not only on the person themselves but on their family as well. It's a life choice."

"It's therefore right that we take seriously the whole process to discern who's called to it."

And so he did his theological and ministerial training in Nottingham and then went to his first post in Farnborough in Hampshire.

"I spent five years there in a fairly big, suburban church, very active, lots going on, which was great."

"But I think it was a feeling that it wasn't quite what I felt was my core calling because the next place I went to was inner city Birmingham, very urban, hugely deprived, and still quite a challenging area now. We

“It's an unusual walk of life, which makes particular demands not only on the person themselves but on their family as well. It's a life choice”

The Rt Rev James Langstaff,
on following a life of worship



PASSIONATE: Bishop Langstaff, who oversees a hugely diverse diocese, is passionate about putting the Church at the heart of the community. Pictured above is the iconic Rochester Cathedral

went there in 1986 and it was very fulfilling work."

So enamoured with the challenge, the father-of-two stayed there for more than 10 years before becoming chaplain to the Bishop of Birmingham for three years and then taking on a parish job in Sutton Coldfield.

"We really enjoyed Birmingham. We were there 18 years and that period coincided with my children growing up and their education so, when I eventually left, my daughter had just reached the age of 18.

"So it fitted quite nicely and they were very involved in life in Birmingham. It was a fun city, not least for teenagers, I think, and they had a good life there. My wife's work was in that area as well and so we all felt very at home."

It meant it came as a surprise to be approached, out of the blue, to become the Suffragan Bishop of Norfolk, a complete contrast to the inner city life he had become accustomed to.

"At heart I'm an urban person, that's the heartbeat inside me; we loved Birmingham.

"Nonetheless, there is a slight danger that you stay in a place so long that you think you know what you're doing and once you think you know what you're doing, certainly for clergy, there's a danger that actually you are no longer being stretched.

"Moving to Norfolk, from that point of view, was brilliant as I didn't know how to do it. So having to work out how you do church, how you do community in very small places, or places where a significant proportion of the homes are actually holiday homes or second homes, and so the resident community is quite small, was good for me."

Bishop Langstaff, quoting Archbishop of Canterbury Justin Welby,

said churches are the glue that holds places together, whether that be a rural or urban community.

"It happens in a lot of quite deprived areas in our cities but it also happens in our villages though in a different kind of way," he said.

"In villages in Norfolk, you used to have a pub or a shop, a church and a school. But very often the church is the only thing that's left now so the role that the Church can play in being a focal point for community life is really significant.

"One of my passions is whatever the setting, whether a town or city or village, that the church is called to try and embody something of the presence of God in that place.

"That may mean lots of different things depending on the kind of place it is, but trying to work out how to do that, how we are an effective and worthwhile and life-giving presence in our various communities, is what we're about."

It was after his six years in Norfolk he eventually came to Medway as the new Bishop of Rochester, following the retirement of his predecessor, the frequently controversial Dr Michael Nazir-Ali.

"The Rochester diocese is quite unusual in that though it's been here for a long time – we were founded in 604 – it encompasses a number of different sorts of communities," he said.

"Here we've got the Medway towns; they have a particular history, a particular shape. They've got some areas of serious deprivation within them, real challenge, and similarly along what we tend to talk of as the A2 corridor up towards London through Gravesend and Dartford.

"Then we've got a part in Greater London, so Bexley and Bromley, and

we go right up towards Crystal Palace, up to Penge and Anerley, Bexleyheath and places like that, so we've got some serious London, as it were, within the diocese of Rochester.

"Then we've got the south west Kent market towns and surrounding villages of Tonbridge, Tunbridge Wells, Sevenoaks, Paddock Wood, East and West Malling, Lamberhurst, which again has a different feel to it."

He said it was very varied in terms of the different parishes.

"In Tunbridge Wells we have a lot of churches which are well supported. There's a really good working together of the churches of different denominations and a number of projects they're engaged with together. The area has pockets of deprivation too.

"But certainly when you come up to Chatham there's a difference. Two of the local government wards there are among the most deprived, not just in Kent, but nationally.

"There are areas of real challenge."

His arrival to the diocese coincided with the formation of the new Coalition government and the start of swingeing spending cuts which have impacted heavily on parishes.

"When I go back to my time in Birmingham," he reflects, "we were working then in housing issues, helping homeless people. I was involved in a trust trying to bring employment into the area, so there's quite a lot we've always been doing, but at the moment, churches are involved quite strongly in foodbanks, debt advice services, that sort of thing.

"We have projects across the country, for example in west Kent there is a debt advice service based in Tonbridge Baptist church.

"We are about trying to encourage people to be part of the worshipping community and to know themselves

“ You don’t go to church now just to be seen, whereas you might have done in the past. You kind of mean business if you’re there now ”

The Bishop of Rochester,
on the changing face of worship

as children of God and to develop their own spiritual life in that way, but we're also about the wellbeing of people in their communities."

While the Church is continuing to take an active role in working with communities, there's no denying the organisation as a whole has taken somewhat of a hammering in recent years, with its popularity dwindling due to contentious issues such as women bishops, equal marriage and sex abuse within church groups.

Some members of society remain suspicious of religious groups and congregations have undoubtedly reduced.

"It depends how you measure it," the bishop said.

"If you look at the figures for people in church regularly on a Sunday morning, if you look over 30 or 50 years, yes, there's a clear decline.

"That isn't necessarily a loss of individuals.

"Patterns show that committed people who would have gone to church twice every Sunday, in the morning and evening, now might go twice a month – they're still just as committed but actually on other Sun-

days the kids might have rugby or they go and visit grandma and so averages don't always work.

"If you look, therefore, at the number of people who associate on a regular basis with their local church it's not as dramatic as it might look in terms of fall of numbers.

"There's also a fair amount of evidence to say that the people who are in church now are probably a great deal more committed than their predecessors were 50 years ago.

"You don't go to church now just to be seen, whereas you might have done in the past. You kind of mean business if you're there now."

The 57-year-old said the way people view religion has shifted through the decades as it has continued to fall under the international spotlight; sometimes in a less than favourable way.

"I think we went through a phase in the 1970s and 1980s where possibly we lost confidence in ourselves," he said.

"We'd almost bought into the notion that the world was becoming more of a secular model and therefore people aren't going to come to church.

"I think that shifted not least because religion is in the news and people are having to think about it.

"The fact that we have in our own country and our own communities more people of other faiths who are serious about their faith, that asks questions of those of us who call ourselves Christian.

"So it strikes me that the whole issue of religion, though it's very complex and quite difficult at times, is probably more in people's mindset than we thought it would be 20 years ago because we thought it was on a

steady decline to irrelevance. But suddenly people are talking about it and we're having to then work that one out.

"There are the big ticket issues, like women bishops and so forth; some of the scandals around child abuse in church circles.

"Quite understandably that makes people think, hang on, what's this about and make them wary."

While he is out in the parishes on Sundays and supported by three Archdeacons, who he says are very much "on the ground" with parishes, there is a flourish of activity throughout the week.

"Between us we have a pretty good awareness of what's going on in places and what the needs of particular parishes are, and between us we're committed to ensuring the Church remains positively engaged in all of our communities, whether that's at Chatham and Gillingham, or in the London boroughs, or down on the Kent and Sussex border.

"We're very clear that our role is to engage with all these different places.

"We're always trying to think creatively and imaginatively about how we enhance that engagement, not just the Church of England but working with our colleagues of other denominations as well."

As well as engagement through Church of England schools, the clergy is encouraging parishes and communities to think "imaginatively" about how the church can express itself.

This involves having church services on weekdays after school or hosting activities, such as toddler groups or art and craft, based around a Christian message, or churches also being used as a music venue or for art exhibitions.

"These are different shapes of churches which are different from, but no less valuable than, going on a Sunday morning.

"And given people's family lifestyles and so forth, Sundays are quite precious days and so for churches to offer something that is different is really important.

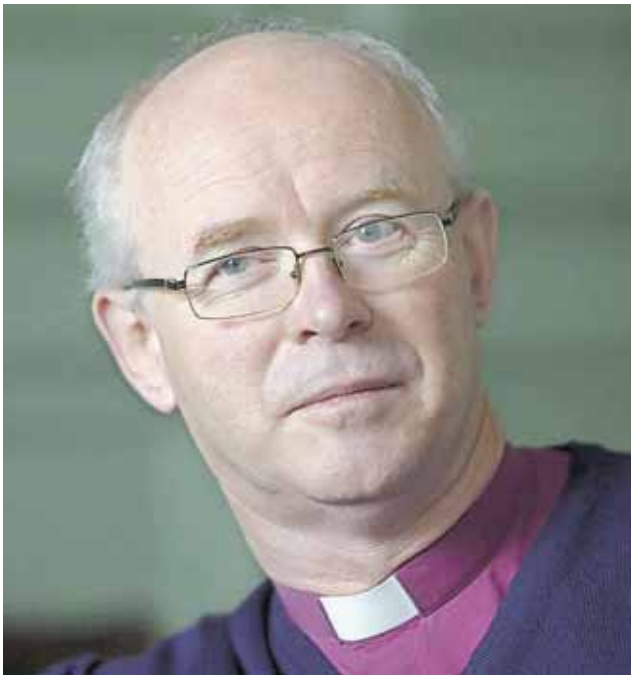
"The Church has to relate to the kind of place it is. Sundays are still important and in some communities it's very much the centre, but other places that's less the case."

In Chatham, the bishop said they are currently looking at what the right "shape" is for the Church to fit in with the needs of people living there.

"Chatham town centre may not be a conventional congregation-type model but it might be about offering different things through the week, based in the town centre, where there isn't much residential housing, but there are an awful lot of people who

“For better or worse we have this history whereby we are ‘the established church’ and have a particular relationship with the public life of our nation”

The Rt Rev James Langstaff,
on the role of the Church in the UK



INVOLVED: He may be having dinner with the Queen one day and visiting Rochester prison another... Bishop Langstaff must engage with everyone

go there, maybe it's a café, maybe it's activities on different days."

The Church is also striving to help with social matters, such as housing, working with local authorities to free up old church buildings and land to be used for affordable homes.

"Some buildings can be better used. I'm passionate about affordable and social housing," he added.

Reaching out to communities is the beating heart of the Church and this often means the clergy must make sure its voice is heard at the highest level to ensure the wellbeing of its parishes.

This means speaking out about government policy, particularly when any changes could have a detrimental impact.

In a high profile political intervention last year by the Archbishop of Canterbury, the Most Rev Justin Welby, he attacked the Government's welfare reforms and threw his weight behind a campaign to derail some of the contentious changes.

The Bishop of Rochester said: "We do have involvement, particularly the Church of England, because for better or worse we do have this history whereby we are 'the established church' and so we have a particular relationship with the public life of our nation.

"That's not to say other churches don't, they do have very positively, but we have no choice about it, it's part of who we are.

"The obvious expression of that is bishops in the House of Lords but actually there's a whole lot of other stuff which is as important, if not more important.

"Just as at local level we are concerned about the wellbeing of a particular village community or town, we are also relating to things at other levels."

The ability to engage on differ-

ent levels was perhaps highlighted when he spent a weekend at Sandringham with the Queen.

"Bishops have to go and preach there occasionally and so you pinch yourself occasionally and think, well, there I was, sitting there having dinner with the Queen, just five of us, and then a few days afterwards I'm visiting a homeless project in one of our communities.

"So one is almost trying to connect the levels and that's something I think as a society is quite difficult to do, to try and make sure decisions that are made on one level, are made with a consciousness of what the impact might be at other levels, or what the realities are at other levels, and that's a huge privilege that we have.

"That's why, for me, being out in the parishes and communities is really important because, hopefully, when I'm there and when I stand up in the House of Lords and speak about something to do with, say, prisons, that's on the basis that not many weeks ago I was in Rochester prison or in Cookham Wood talking with the people there."

So, from Hampshire, to Birmingham, to Norfolk to Kent, how is the bishop fitting in with his latest home?

"Kent is not an area I've lived before and the diocese as a whole is very diverse. But where I come from? I'm of no fixed abode.

"I was born in Germany, my father was in the Army so where I come from is an interesting question – one I don't really know the answer to.

"Then I moved around. My family are scattered; my son still lives in Birmingham, my daughter in Edinburgh."

But, for now, he's happy to call Medway his home.



Optimism over bid to win Synod's approval for women bishops

THE issue of women bishops is one which has split the Church of England.

In 2012, members of the General Synod, the church's governing body, voted against their introduction, a hugely unpopular decision which prompted the then-Archbishop of Canterbury, Dr Rowan Williams, to speak of his "deep personal sadness".

The Most Rev Justin Welby, who replaced Dr Williams, had voted in favour.

Bishop of Rochester, the Rt Rev James Langstaff now has the big task of leading a new set of proposals in the hope of seeing women bishops appointed.

In November, hope was raised when the General Synod voted in favour of proposals which could allow the ordination of women bishops. It was the first sign that legislation could be passed later this year.

But the Rt Rev Langstaff is remaining cautious.

"When the General Synod voted against the proposals as they were 15 months ago that was clearly a low point," he admitted.

"Since then a new process of a different style has been under way. We got a positive vote in the Synod in November to carry that forward to the next stage and we'll be taking further developed proposals forward next month and then possibly again in July.

"So it's being taken steadily but with a clear movement forward and because we've done it in a far more consultative way alongside the formal legislative programme, I dare to think we're in a better place than we have been.

"I'm not counting chickens; at the end of the day we still need to get it though a vote with two thirds of the clergy, laity and bishops in favour of the package of proposals.

"But we've been developing

the package more visibly and taking each stage for consultation and for votes at the Synod so the hope is when we get to a final approval vote, we will have prepared the ground and developed it more helpfully."

But has this whole issue created a rift within the Church?

"It did. The previous set of proposals undoubtedly polarised people," he said.

"By having a steering group for this process nationally which actually encompasses all the different viewpoints, what we're trying to do is bring on board those who, even though their own principles may not allow them to vote in favour, that nonetheless they're at the point where they are saying I can't vote but I believe it's the right thing for the Church to do and I'm going to be part of a process to make it possible.

"So one of the bits we're trying to bring into place is to make proper provision for those who will find the move difficult in such a way that they feel they can stay with us and that they have a place within the Church."

The Rt Rev Langstaff said there were different strands as to why some voted against women bishops in 2012.

"There are some people for whom their understanding of the Bible is that it preaches quite clearly that women should not be in positions of what they call headship over men.

"And they would interpret the Bible quite clearly in that way. There are lots of us who wish to say that we still see ourselves as following this issue in the Bible but we interpret it in a different way.

"For a different group of people, something that is really important for them is the unity of the Church and that if the decision is to be made it should be made within the context of the whole Church."

Fighting the good fight in our nation's prison cells

THE Bishop of Rochester was last year appointed to the role of bishop of prisons.

He says it's an area he has always been interested in, particularly since his wife has worked in jails for years.

"The role involves a gentle encouragement of people working within the prisons.

"I'm not managing chaplains or anything like that but certainly an interest in supporting and encouraging chaplains but also engaging on behalf of the Church

with some of the public policy issues that come up.

"Hardly a week goes by without something in the criminal justice system being in the news so I'll look at what is the Christian take on some of that.

"Like sentencing policy or particular changes in how we do criminal justice or how prisons are organised.

"Very often Christian values have something to say about that and from way back, Christians have been involved in prisons."



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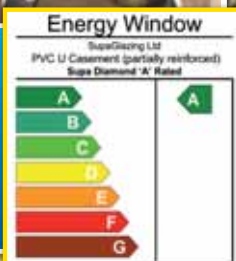
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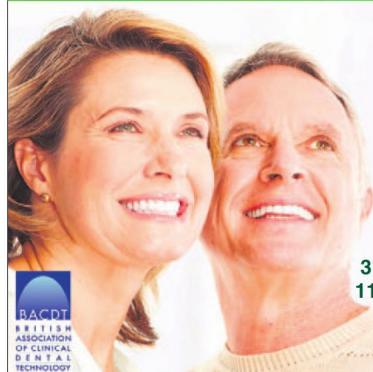
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Fighting to be heard – battle to highlight young onset Parkinson's

Gaynor Edwards was just 42 when diagnosed with Parkinson's Disease. She tells **Chris Britcher** why our attitudes to the illness need to change

FOUR years ago Gaynor Edwards started to notice that during some business meetings her left hand would start to tremble.

Barely perceptible at first, she put it down to going through a stressful period in her life. But it didn't go away.

Then 39, she was a popular figure in Tunbridge Wells – a successful business woman, deeply entrenched in the spa town's famously close-knit community.

As director and founder of a creative agency, the public relations executive counted among her many clients the traders of the famous Georgian parade, the Pantiles. It was there she operated out of an office, involved in not only promoting her clients but also extolling the virtues – or otherwise – of the town.

Yet the shaky hand bothered her. And by the time she noticed it wasn't going away, she'd begun to develop a limp when she became tired. Others were becoming aware too.

"Enough people flagged it up that I went to my GP to get it looked at," she explains.

"They referred me to a neurologist at Pembury. The first thing she did was test my reflexes. She immediately said 'well it can't be Parkinson's, they're far too good!'"

Blood tests followed further consultations. They came back clear. An MRI scan of her head was next. It too came back clear.

Finally they ran what is known as a DAT scan. It involves a type of radioactive fluid – radio-isotopes – being injected into the patient. It is then possible to measure levels of the naturally occurring dopamine chemical in the brain.

"They read the brain activity and that was what showed it," explains Ms Edwards. "It showed dopamine in the centre of the brain and much more on one side than the other, which shows there was a deficiency."

It was confirmation she had what she feared; Parkinson's Disease. A rare but not uncommon case of young onset of an illness which traditionally occurs in the elderly.

"I've got an old man's disease," Ms Edwards tells KoS. "But look at the symptoms. You're a bit wobbly-wobbly, you're a bit stiff and you're a bit slow. That's getting old isn't it?"

"The drugs on offer will control it for 10 years,

but then they run out of ideas. Get a diagnosis at 70, and with an extra 10 years from the drugs, that pretty much sees you into the grave."

"Get a diagnosis at 42 and it's a lot less convenient."

A neurological degenerative disorder of the central nervous system, Parkinson's Disease is caused by cells in the brain dying and thus not generating sufficient dopamine.

It causes muscle stiffness, slowness of movement and tremors. There are also non-physical symptoms including insomnia and depression. Symptoms differ enormously from person to person.

There is no cure. And no-one is quite sure what causes it.

Studies have revealed a genetic link, but in Ms Edwards' family history the opposite condition has proved the cause.

"There are two illnesses affected by dopamine," she explains. "Parkinson's which is caused by too little, and schizophrenia which is a result of too much."

"Ironically, my father is schizophrenic so you'd think I was predisposed the other way."

"The strange thing is in the late 1950s and early 1960s he was on schizophrenia drugs which suppressed his dopamine so he now has Parkinson's symptoms."

"If I can park the fact I have it, I do find it bonkers and fascinating."

"It's different symptoms with everyone. Which is one of the reasons why we don't have a cure."

Diagnosed last year, she was just 42.

Gaynor Edwards speaks of her condition without a sense of demanding pity or sympathy. She's a sparky, entertaining, determined woman with a real zest for life – but start saying how brave she's been and she'll not hear any of it.

"I don't dwell on the future," she says. "People don't live for the day and they should. It's a better way of living."

She is determined in what she does want, however, and that is a change in perceptions and an awareness that not only the old can develop this illness.

Only by doing that, and activating the interest of the media and political decision-makers, does she believe an illness which can make people



Pictures: ADY KERRY

POSITIVE: Living for the day and trying to change perceptions, Gaynor Edwards and pet dog Ziggy

"cross the road to avoid you" finally be researched into submission and a cure discovered.

"Coming to terms with a diagnosis like young onset Parkinson's is not easy," she explains. "One thing this bonkers disease has shown me over the past year is how very little is still known about it and how it's down to those younger sufferers to make a stand, be proactive and fight for a cure.

"Of course, this also means that they need to go public. Many choose to keep their diagnosis secret, afraid of the attitude of others and worried that they will lose their job or contracts.

"I don't want to see another Parkinson's awareness week where the picture is of an old man with gnarly old hands sitting in a wheelchair.

"If you Google 'keeping Parkinson's Disease secret' there's over a million results. It's likely that quite a few are of working age when diagnosed and yet don't finally go public until years later. They miss the boat to stand up and be counted and to publicise how Parkinson's impacts on younger people.

"The youngest sufferers of Parkinson's are just nine years old. It's not common, but it does happen. People don't realise."

Following her diagnosis, after seven years in Tunbridge Wells, she made the very deliberate move to take a step back and re-evaluate her life.

She left the agency she had founded in 2005 and instead packed up her belongings, along with her pet dog Ziggy (he has a Bowie-esque white stripe), and moved to Rye, just over the East Sussex border.

Creating her own agency, Ozone Creative, she works from home and relishes the opportunity of strolling along the picturesque coastline nearby – enjoying the freedom, space and fresh air.

I first met Ms Edwards five years ago in Tunbridge Wells. She is much the same today as she was back then: good company and full of beans.

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The drugs she is currently on mask the significant symptoms of the illness. They have allowed her to once again loosen her movements sufficiently to allow her to put her coat on and off, release the handbrake of her car and simply to type with both hands.

There is a slight tremor in her left hand as we sit and chat in the comfortable front room of her home but there is nothing that sets her apart from anyone else her age.

She admits, though, her diagnosis shone a light on her group of friends. "Some people have been amazing," she reflects, "others simply don't know what to say. Some close to me just ignored it completely, I guess they just can't handle it."

"It's like bereavement; that thing of people crossing the road because they don't know what to say.

"I suspect I've lost some clients who jumped to the conclusion they better not factor me into their plans in case I couldn't cope.

"But I'm fine, pretty much, and I still have to make a living."

The future outlook for Ms Edwards

“I was 42 when I was diagnosed. You mourn the future you hoped you'd have. You know you may have 10 good years on the drugs, but after that, what?”

Gaynor Edwards,
on facing up to life with illness

is rather clouded in uncertainty; how long will the drugs keep the symptoms at bay, will there be breakthroughs on the way?

"I was 42 when I was diagnosed," she says, "and you just feel as though the rug gets pulled away.

"You mourn the future you hoped you'd have. You know you may have 10 good years on the drugs, but after that, what?

"This is robbing people in the prime of their lives of their future.

"Cancer gets so much publicity. But Parkinson's is the same indiscriminate illness and deserves a higher awareness.

"I don't think I'm angry I've got it. I'm sad. With any hand you are dealt, for your own good you should be positive and proactive about it for the greater good. It's better for me to work trying to raise awareness than sit sulking in the corner."

SUFFERING... BUT NOT IN SILENCE



Michael J Fox

THE star of the hugely popular *Back To The Future* trilogy, actor Michael J Fox is perhaps the most high-profile sufferer of early onset Parkinson's.

He first started suffering symptoms in his late 20s and was diagnosed aged just 30.

Now 52, he set up the Michael J Fox Foundation in 2000. It is dedicated to finding a cure for the illness through an aggressively funded research agenda.

Today, it is the largest non-profit funder of Parkinson's Disease research in the world, investing more than £210 million to date.



Alex Flynn

GAYNOR Edwards has recently worked with adventurer and motivational speaker Alex Flynn.

The 42-year-old was diagnosed with young onset Parkinson's Disease when he was 36.

Far from letting it rule his life, however, he has run and cycled in some of the world's most gruelling events to raise awareness and funds for the condition.

On Friday he was completing the Dubai Marathon and in June he and a friend will take part in the Great Pacific Race – a gruelling rowing event which covers 2,100 nautical miles from California to Hawaii.

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Pressure grows to think again on school bus pass

KCC's subsidised bus travel scheme for schoolchildren had 21,000 users but cost almost £14m to run – so it was scrapped. Now schools and parents are fighting for its return. **Marijke Cox** joins the fray

IF THERE was ever an example of a scheme becoming a victim of its own success, the Kent Freedom Pass would be it.

Subsidised, unrestricted bus travel for children aged 11 to 16 costing families just £100 a year, £2 a week, it seemed too good to be true.

Thousands signed up, Kent County Council footed most of the bill and pupils were given a slice of independence.

It's no surprise, then, that the decision to scrap the existing scheme and replace it with a new smartcard-style pass in September with limited credit of £350 – meaning parents have to pay for each journey once that has run out – is meeting huge resistance.

Critics warn that some families could end up paying out as much as £900 in travel costs. There will be no opportunity to buy more than one pass per year for each child, although bus firm Stagecoach told us it was looking at offering an annual pass of its own – but warned it would not be close to the Freedom Pass deal.

Not only does that pose a huge financial burden on already cash-

strapped families, but many schools are facing losing out on pupils, put off by potentially large commuting costs.

Opponents are also annoyed the decision by Kent County Council was ushered through in December with as little fanfare as possible, with some accusing the authority of trying to keep it quiet.

Temper reached boiling point this week as a leading headteacher called for a rethink on the controversial plan and a petition launched by a parent opposing the changes attracted thousands of signatures within days.

One argument is that the shake-up could create an elitist grammar system, with poorer families unable to send their children to selective schools located further away due to the new travel costs, thus denying them the social mobility the grammar system is supposed to underpin.

Others say parents may even be forced to remove their children from their current secondary school and relocate them in one closer to their home.

KCC, however, came out fighting, telling KoS the Freedom Pass in its

current form was simply not sustainable in such austere times.

Conservative cabinet member for transport David Brazier hinted, however, that discussions were still ongoing to ensure the neediest families were not adversely impacted.

But opponents, in a defiant move against the new pass, are pushing for the decision to be called in and re-examined at full council.

Analysis into whether this is possible, they told this newspaper, was currently under way.

It is an unsurprising reaction to what was always going to be a contentious move.

Since its launch in 2008, the Kent Freedom Pass has been snapped up by thousands, with the current headcount 21,000.

Parents simply pay a one-off annual sum of £100 and that pays travel costs for their child to and from school as well as at weekends and in the evenings for a year.

Secondary-school children have, from this year, been obliged to buy the Freedom Pass rather than an old-

style school pass that granted you one journey to and from your school.

But its success has become its biggest obstacle, with its popularity hitting KCC coffers to the tune of £13.5 million a year.

Cllr Brazier told KoS this week that some families were getting around £1,000 of bus travel for the £100 sum.

"It is something I absolutely hate doing, but we simply can't go on like this," he admitted.

"The Kent Freedom Pass has done extraordinarily well. There is nothing else like this in the country, but unfortunately its success has made it expensive. We have 21,000 Freedom Pass holders costing around £14 million a year and this is rising.

"In these circumstances, bearing in mind that in the next three to four years we will be losing £240m in government grants, it means this discretionary service – that the council is not required to carry out – has got to change."

He was quick to point out that the council had not taken the drastic step of abolishing the whole scheme.

"Some people get about £1,000 of travel out of the £100 pass. We can't sustain that level of expense," he said.

The new pass will be in the form of an Oyster-style card – using smart-card technology – which will have £350 credit for 11- to 16-year-olds and £250 for students aged 16 to 19.

Once this credit runs out, the financial responsibility of topping it up falls to the parents.

Critics warn that some will end up paying as much as £900 for what are relatively short journeys – and more if families have more than one child at secondary school.

They say the £350 is unlikely to last a term if a child goes to school in another town or district, which is not unusual due to Kent's selective school system as well as its number of faith schools.

“ The Kent Freedom Pass has done very well. There is nothing else like this in the UK, but unfortunately its success has made it very expensive ”

David Brazier,
KCC transport cabinet member



PETITION: Cabinet member for Transport David Brazier and Shepway councillor and mum-of-five Emily Arnold

Emily Arnold, a mother of five and Shepway district councillor, has launched an online petition – at you.38degrees.org.uk/petitions/save-our-freedom-pass – calling for KCC to re-examine its plans.

The 39-year-old, who lives just outside Elham, between Canterbury and Folkestone, told KoS she understood the current system was not viable but stressed the new scheme would push some parents into poverty.

She has a daughter at Folkestone

School for Girls and a son due to start at Harvey Grammar.

"In October last year we picked a school for my son before the changes happened," she said. "He passed the Kent Test and Shepway Test, so he chose to go to Harvey Grammar School in Folkestone."

She said that had she known about the overhaul she may have considered Simon Langton for Boys in Canterbury, the closer school.

She now faces huge travel costs.

"It will be £200 for both bus passes and then £400 each, for my son and daughter, on top of that. So I'll be paying £1,000," she said.

Cllr Arnold, a Conservative, said the changes might push parents to send children who had passed their 11-plus to non-selective schools if the nearest grammar school was too far away.

And she stressed that families with youngsters already at a grammar school would have to now struggle through.

"If you have children at grammar school, you're not going to take them out of those schools," she said.

"Other parents might have chosen to send their children to a closer high school instead of a grammar school further away when taking into account the new cost, with the rise in inflation and wages not going up.

"But this will cause grammar schools to become an elitist system." Thousands have already thrown their weight behind her petition, with some 5,000 signatures collected.

One of Cllr Arnold's key arguments is that the pass should be restricted to school use only and term-time, which might alleviate the cost.

She said: "KCC does need to make cuts. I'm not asking for the scheme to continue in its current form. It can't carry on like that – it's not viable – but they need to look at limiting the pass to just to and from school."

Cllr Brazier, however, called this a "non-argument".

"What you get in the smartcard is £350 of funded travel. If they want to use that to go to school or if they want to use it to go out at weekends or to clubs, that's their choice," he said.

The financial burden on parents is just the tip of an ominous iceberg.

The knock-on effect of parents re-thinking where to send their children could hit some schools, particularly faith schools, hard.

Faith schools traditionally attract many out-of-town pupils who want to go to a denominational facility. But this could change if travel costs are unaffordable.

It could mean some schools finding their numbers dwindling, which means less cash from the Government, which pays schools money per



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“ It leaves families in a very difficult position. They have chosen our school for their children, in good faith, expecting the Freedom Pass to be available ”

Mike Walters,
St Anselm's School headteacher

pupil, putting additional pressure on already stretched budgets.

The headteacher of St Anselm's Catholic School in Canterbury, Mike Walters, is concerned the new system will allow wealthier families who can afford to pay for transport to have a choice but deny that choice to less well-off parents.

He stressed that allowing children to travel to a school of their choice must be a priority and called on KCC to either reverse the decision or “substantially increase” the £350 credit.

“This will have an enormous impact not just on families in Canterbury but across the whole of Kent,” he told KoS.

“Parents who already have children in the school could well remove them because they can't afford the cost of travel and people thinking of sending their children to a school further away might be put off doing so.”

Mr Walters said he understood that difficult decisions needed to be made due to dwindling resources but esti-



SLEDGEHAMMER? Cllr Martin Whybrow thinks there was not enough transparency and a lack of proper debate

mated that ‘top-up’ costs may be more than £900 in some cases.

From his own school he estimated that the cost of the pass plus top-ups would cost families with children travelling from Whitstable £970 a year to get to Canterbury, from Ashford £990, from Faversham £970 and from Herne Bay £930.

As a faith school, St Anselm's attracts children from outside the district and these changes will affect many of its pupils.

He said: “It leaves many families in a very difficult position. They have chosen our school for their children, in good faith, expecting the Freedom Pass to be available at a cost of £100 throughout their child's school career.”

“These changes also pose very difficult questions for members of our community who have younger children, currently in primary schools, whom they wish to attend St Anselm's.”

He questioned how the £350 figure

was arrived at and whether there had been “any attempt” to calculate the likely impact on families across the county to arrive at a fair sum.

“I must also ask why this change is being applied to children already in secondary schools.”

“There will be some families who have chosen schools on the basis that they must pay £100 per year to transport their child to school. Many will now have to find additional money to pay for transport, some will have

to pay up to 10 times that amount. “When the removal of free transport to the nearest denominational or grammar school was removed by KCC two years ago, existing arrangements for pupils already at schools were maintained and they continued to be entitled to free transport.

“Why is that principle not being applied here? The consequence is that some parents may be forced to move their child to a more local school mid-way through their secondary education simply because they cannot afford the travel costs.”

Cllr Brazier said he understood the new system would have a “bad effect” on some people but stressed that KCC was still looking into how it could ease this pressure.

“We've had a number of meetings with Stagecoach and Arriva and there are possibilities that may be achievable if we get the right deal,” he said.

“Like looking at whether we can invest a little bit more in helping families with children on free school meals [an indicator of poverty].

“We realise the effect these changes can have on parents and are trying to mitigate this.”

One of the factors blamed for changes to the scheme is the roll-out of the pass to 16- to 19-year-olds.

Subsidised travel was agreed for older students last year following a 16,000-signature petition by parents to extend the pass.

But this immediately added £6m to KCC's bill.

“What I've had to do is not only make savings out of the Freedom Pass

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but also extend it to older students," said Cllr Brazier.

Aside from the uproar about cost, KCC has also come under fire for what has been perceived as a hush-hush operation to bring in the changes.

Green Party member Martin Whybrow – who sits on KCC's environment, highways and waste cabinet committee and voted against the proposed changes – said there was a lack of transparency in the decision-making process.

"There was no option B or C and there were no calculations into how they came to the figures," he told this newspaper. "Did anybody look at a more subtle, sensible approach, rather than a sledgehammer?"

He stressed the proposals were documented in a small, four-page report, unlike the controversial paper into the restructure and closure of some Kent children's centres, which spread over 400 pages.

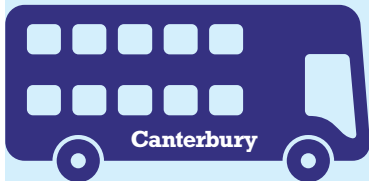
"The Freedom Pass changes will affect families across the county, just like the children's centres, yet it wasn't debated at full council. It was tucked away in a cabinet committee a few weeks before Christmas.

"Everyone is acutely aware of the pressure on local authorities as a result of the massive cuts being imposed by central government.

"However, this slashing of the Freedom Pass was presented as a done deal, as is often the case at KCC, with no information about how the rationale was arrived at and no alternative options. Moreover, it is typical of this car-centric council that the saving it is seeking to make is less than some individual road projects."

Cost example: All journeys to Canterbury

From Ashford	From Faversham	From Herne Bay	From Whitstable
Single £4.90	Single £4.30	Single £3.80	Single £4.30
Return £6.20	Return £6.10	Return £5.90	Return £6.10
Annual cost £1,240	Annual cost £1,220	Annual cost £1,180	Annual cost £1,220
Annual cost under proposals (£100+ anything over £350) £990	Annual cost under proposals (£100+ anything over £350) £970	Annual cost under proposals (£100+ anything over £350) £930	Annual cost under proposals (£100+ anything over £350) £970



Source: Based on 200 school days a year.
Provided by St Anselm's Catholic School, Canterbury.

He stressed that highways improvements alone currently took up about £95m of KCC's budget.

Kent's Green Party has called for a more generous scheme, financed by cuts to other areas such as road-building, a phased approach to the changes and greater weighting for those that most need help.

Cllr Whybrow said analysis was also being carried out by opposition groups to see whether the decision could be called in.

He said: "We can call something in

if we argue the decision hasn't been made properly. At the very least this is an issue that should have been debated at full council."

Shepway's Emily Arnold said there should also have been a consultation. "Parents didn't know – even schools didn't know," she said.

"One of the reasons I launched the petition was I didn't like the way KCC went about changing it."

Cllr Brazier, however, hit back, firstly stating that putting it to full council would have been nothing more than "tokenism".

"The attempt by the opposition to

get the Freedom Pass into full council was something which was done for political reasons," he said.

Regarding consultation, he said: "Sometimes we have to go out to consultation. We didn't have to in this case – it's not a statutory service and the law does not require us to do that. If we did, it would have been voluntary. Asking people what they think about having to pay more for something they currently get for much less... you can imagine what the response will be."

The potential impacts may stretch further than hitting families' pockets.

With pupils being forced off the buses and back into cars, it could leave a lasting effect on the finances of the county's bus companies – as well as gridlocked roads.

With many areas of the county, particularly Maidstone, Tunbridge Wells and Canterbury, already creaking under the pressure of overcrowded roads, the decision to increase the travel costs will almost inevitably increase the number of cars on the roads, as parents opt instead to drive their children to school.

A spokesman for bus company Stagecoach, which operates many of the school services, said: "Stagecoach in east Kent recognises the valuable contribution that the Freedom Pass scheme has made in reducing congestion for all road-users and encouraging young people to discover that you can get around easily using buses.

"Providing extra buses at peak times is expensive and in these straitened financial times it is no surprise that KCC has had to reduce the level of funding.

"Kent will, however, continue doing much more for travel to school than any other authority outside London and we are committed to working with them to get the best deal for everyone.

"We are exploring the possibility of an option of buying an annual pass so that many of the benefits of the Freedom Pass are continued, thus keeping children on the buses.

"However, Kent's proposals do make it inevitable that parents will be charged more than previously for unlimited travel."

Details on how the new smartcard technology will work across the entire bus fleet has yet to be confirmed.

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Drivers in fog crash avoid court but have to sit alertness class

By Joe Bill

joe.bill@archant.co.uk

NOT one motorist is to be prosecuted following a major probe into the biggest car crash in Kent's history.

Some 150 vehicles ploughed into one another during the morning rush hour on the Sheppey Crossing last year.

A police investigation was launched following the incident which made international headlines.

On a murky, foggy day, a mix of speed, insufficient stopping distances and appalling visibility combined to create havoc. Remarkably no-one was killed, although eight were left seriously injured and 200 required treatment for minor injuries.

The Sittingbourne-bound carriageway was closed for nine hours.

But despite the investigation concluding there is sufficient evidence to prosecute 32 drivers for their part in

the pile-up, they will instead be offered the chance to take a special National Driver Alertness Course instead.

The move was supported by driving organisation the RAC, which said it would help drivers to change their driving in similar conditions and reduce the risk of future incidents.

However, it warned motorists should not expect a driving course if they are involved in similar incidents.

A number of drivers were reported to have been doing speeds of up to 60mph in the heavy fog that descended on the Sheppey Crossing at around 7.15am on September 5, despite some admitting they couldn't see beyond the bonnet of their vehicle.

While the fog was a major contributory factor in the collision, evidence gathered by investigators suggests a number of motorists were not driving appropriately to the conditions.

Letters have now been sent to the 32 motorists concerned, with the offer of the safety awareness course. Drivers who choose not to take up the offer of attending the course

will automatically be summoned to court.

Senior investigating officer Insp Martin Stevens said: "This has been a thorough investigation of what was the biggest collision in the county and certainly the largest our team has had to deal with.

"The emergency services and partner agencies worked together to support those involved in the collision.

"Attention then quickly turned to the recovery process and getting the crossing back up and running by the early evening, which was no mean feat.

"Clearly the thick fog that descended on the bridge that day made driving conditions incredibly challenging and was a contributory factor in the resulting collision which stretched from the approach right across the bridge.

"While a significant number of drivers did precisely the right thing by driving to the conditions, our investigation has provided overwhelming evidence that in some cases motorists were not driving with due care and attention and were travel-



MIRACLE: Despite involving 150 vehicles, no-one was killed in the smash

ling at speeds which prevented them being able to stop in the distances that they could see ahead.

"Rather than go through the process of taking these people to court, it was felt that offering an educational outcome would prove far more beneficial for the drivers involved.

"Driving at speed without clear visibility is without doubt extremely dangerous and the fact there was not

a single fatality on the day is quite simply a miracle."

He added: "By going on this one-day course, which is a self-funding course put on by Kent County Council, drivers will take part in an interactive classroom session followed by a chance to drive under the supervision of a qualified instructor."

Drivers taking the course will have to pay around £165.

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PSALM ENCHANTED EVENING: Pupils from eight schools around the county comprise the 16-strong all-girl choir performing during Evensong at Canterbury Cathedral this weekend

Praise be! Cathedral to hear first all-girl choir in 1,000 years

By Chris Murphy
editorial@kosmedia.co.uk

HISTORY is made this weekend as Canterbury Cathedral witnesses its first ever all-girl choir perform for the public.

From dozens of applicants, 16 girls were chosen to form the choir drawn from eight local schools.

The cathedral says it was overjoyed with the quality of singers, aged 12 to 16, taken on for the special position.

Each singer can remain in the choir until they are 18.

It will be the first all-girl choir in the cathedral's 1,000-plus years of history.

Even the adult choir has no women singers.

Setting up the female choir was announced last September with its director the cathedral's assistant organist, David Newsholme.

Wearing purple cassocks and white surplices, they were due to perform during Evensong on Saturday.

Choir member Saskia Jamieson Bibb said: "It's going to be really exciting. We will prove ourselves as girl choristers – the first time a girls' choir has sung in the cathedral.

"There will be a lot of pressure probably, but it is a wonderful opportunity."

Fellow chorister Elizabeth Green added: "It is a special choir, but there are high expectations. That is why it is a bit scary."

Mr Newsholme added: "The girls have had only three rehearsals so far, but they have made



wonderful progress and are coming together as a team.

"They will add a new dimension to worship in the cathedral but, of course, the boys are still very popular with both visitors and regular worshippers.

"The cathedral is a place that offers a very wide variety of worship, which is one reason why the number of people attending services has gone up by 30 per cent since the millennium."

The Dean of Canterbury, the Very Revd Dr Robert Willis, added "The boys' choir and the older girls' choir have a different timbre, but I have no doubt that, at some time in the future, they will sing together.

"We can achieve a diversity of musical sounds that we have already heard developing."



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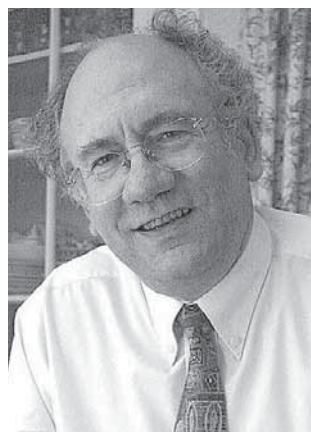
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Increased special needs places good news... but not for schools



Former head teacher **Peter Read**, of Kent Independent Education Advice, looks at the new strategy being rolled out by Kent County Council to accommodate those children with special educational needs – which could impact those trying to help

KENT County Council is introducing a special educational needs (SEN) and disability strategy seeking to improve and refocus the provision of school places for children with statements of special educational need (SSEN) and to raise standards of performance.

The plan is to increase the number of places in special schools and specialist resource-based units by at least 275 over the next four years.

The strategy recognises an increase in the number of children with ASD (autistic spectrum disorders), SLCN (speech, language and communication difficulties), and BESN (behavioural, emotional and social needs) across the county, putting great pressure on current provision.

Of some 6,500 Kent pupils currently with SSEN, around 3,000 are in special schools and 800 in units. Most of the remainder are supported in mainstream schools.

In total, these children comprise some 2.8 per cent of the school population, but take up around 20 per cent of the county's school education budget.

Over half of the places in special schools are for children with profound, severe and complex needs, most of which have recently expanded to take in around 250 extra children in total.

There is considerable detail on where current provision is made and where new places are to be created in the commissioning plan for education provision in Kent, published last year.

Some 175 of these places will be in current special schools or new 'satellites', the biggest proposal being for 96 new places for high-functioning (able) children with ASD/SLCN statements at the redesignated Furness School in Hextable.

This will double the current county provision currently based in east Kent at Laleham Gap School, although a group of parents in Sittingbourne is attempting to set up another free school there with the same aims.

Another 100 new places will be in units based in mainstream schools.

Units provide education and support within their own environment using specialist staff, but as the children develop, they increasingly introduce them to mainstream classes as and when they are ready for this.

The popularity of units is demonstrated by the fact nearly all are full and numbers continue to grow.

There are 19 in primary schools



WHAT IS A SSEN?

A STATEMENT of special educational needs (SSEN) is a legal document which describes a child's special needs and sets out the type of support they need to help them make progress at school or pre-school.

Not all children who have special education needs (SEN) have a statement, and not all children with statements go to special schools.

To qualify for a SSEN, Kent County Council's county panel – a group of senior officers – will

decide if a child should be given a statement after an assessment.

A child will only be given a statement if this panel is convinced they need one.

This will contain all the reports from the people consulted during the assessment process.

There is then an annual review to ensure those with statements are receiving suitable help and making suitable progress.

The statement can be changed to reflect changing needs and performance or even withdrawn.

units at New Line Learning Academy and Pent Valley Technology College for visual impairment.

Kent is commissioning five new primary free schools to meet growing demand and plans to put units into each of these: 12 ASD in Folkestone and Kings Hill, and 28 BESD in Sheppey, Leybourne and Holborough, near Snodland.

This is against a controversial background of events four years ago, when KCC officers began to implement a policy to phase out units across the county, without the knowledge of members of the council, although the policy was published on the KCC website.

Officers quietly stopped all new admissions in pilot areas of the scheme to replace units, while discouraging parents in others to take up places.

I challenged this policy, whose existence was denied at the highest level, eventually persuading members of what was happening, with the strong campaigning support of this newspaper.

After a difficult battle, members finally reversed the policy in October 2010 (although continuing to maintain publicly that there had been no such policy).

Three years on, KCC appears to be supporting SEN units attached to mainstream schools, although the documents are actually quite vague on this.

Sadly, 13 units closed in the intermediate years; some because of a fall in numbers, others because of school policies to close units, taking with them invaluable loss of experience and expertise.

Meanwhile, KCC is exploring new funding formulae coming down from government which reduces the amount of money in school budgets providing SEN support in mainstream schools.

One consequence of this is that some schools discourage children with SEN from applying for places with them, not only because of league table issues, but now financial penalties for supporting these children.

As has happened in the past, this becomes a vicious circle, for the school with a reputation for being good with SEN attracts a higher proportion of such children, which drags down its academic standing and then its popularity with other families.

As always, SEN will remain a politically controversial area and this article only scratches the surface of some of the challenges ahead.

■ Read more from Peter Read at www.kentadvice.co.uk.

with a further 22 in secondary.

For schools, a major drawback of units is that their children are included in examination performance statistics, which often has a negative effect in school league tables.

However, the good news is KCC has already opened two new units as part of its expansion plans, at Ashford Oaks (ASD), Sittingbourne Community College (SLCN) and two additional specialisations to existing secondary

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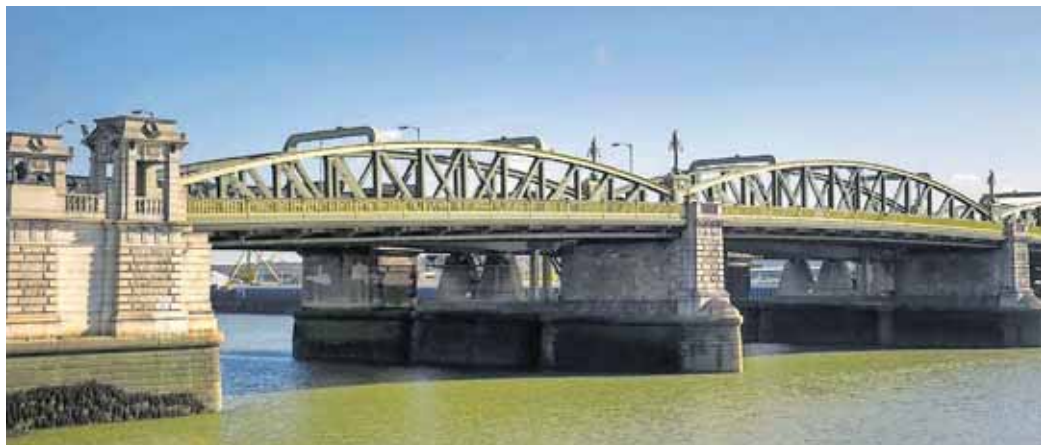
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LANDMARK: Rochester Old Bridge is celebrating the centenary of its reconstruction. The bridge was built and is maintained solely by the Rochester Bridge Trust, which was formed in 1399.

FOR anyone who lives or works in the Medway towns – or indeed catches a train service on the north Kent line, the mighty iron bridge at Rochester is one of the finest landmarks.

With its stone lions perched on each corner, and a view which highlights the beauty of the meandering River Medway and the historic might of Rochester Castle, it is widely admired.

And this May it celebrates its centenary in its current form – rebuilt over three years to provide a safe, reliable and sturdy crossing over the river.

Yet, remarkably, the bridge has never cost the taxpayer or government a single penny.

Because for more than 600 years the construction, maintenance and upkeep has been serviced by an organisation for whom forward financial planning, quite literally, involves working out how its bottom line will look in 500 years time.

The Rochester Bridge Trust, which counts among its founding fathers legendary London mayor Dick Whittington, has only recently decided to emerge from the shadows to shed a little light on its endeavours which range from the multi-million pound budgeting of replacement bridges hundreds of years in the future, to sponsoring a professor at the Medway campus of the University of Greenwich.

“The major benefit is that everything we do is free of charge to the public,” explains Sue Threader. Since 2006 she has been the bridge clerk – the equivalent of the chief executive – of the trust.

A chartered civil engineer and previously a deputy chief executive of a local authority in Surrey, she is ultimately responsible for carrying on a tradition first started in 1399.

She adds: “That’s been the case for 614 years. We get no Government grants, there’s no impact on the council tax payer, it’s all done from our own resources.

“By the time you multiple 614 years of British construction and maintenance the benefits from that point of view are pretty clear.

“It would be much more difficult for local authorities under all the funding pressures they’re under.

“We can take a longer term view – hundreds of years – about investment decisions which, with the best will in the world, is extremely difficult for local authority engineers to do.”

The trust is financed by land and investments which were first made all those centuries ago.

Given large swathes of land in Lon-

Spanning more than 600 years, the trust behind historic crossing

From Dick Whittington to the birth of the Ashes, how one remarkable organisation bridges the ages. By **Chris Britcher**

don, Essex and Kent, over the years it has maintained and grown its portfolio.

Adds Mrs Threader: “Half our income is from property; rental income, redeveloping buildings, selling bits of land off. The other half is financial investment; bonds, stocks and shares.

“Dick Whittington was one of the original benefactors and he gave cash. Some people don’t even realise he was a real person.

“So there’s always a money element. But it’s the land which allowed us to survive.

“The aim is to always grow our portfolio – the eroding effect of inflation and the increased cost of mainte-

nance and materials, and labour, means that unless we are increasing the total value we’d soon find we wouldn’t have enough in our reserves.

“We always have an eye on bridge replacement. Because at some point, many years in the future, the bridges will need to be replaced and that’s the biggest challenge; making sure we have enough in reserves to replace at no cost to the public in 100 years.

“Today it would cost around £20 to 30million. In 100 years, it will be more like £150m.”

The Rochester Bridge Trust administers the majority of crossings across the Medway, stretching from Rochester

to Tonbridge, although not, most notably, the giant Medway viaducts which take the M2 and high-speed trains high above the river.

In total there are 10, still standing, which it is has built and maintained – which includes the Medway Tunnel.

In total, the trust estimates it needs £500,000 each year to ensure the upkeep of the bridges. It even pays Medway Council when its sweeping machine crosses the bridge to ensure the taxpayer isn’t hit in the pocket.

“We need to know we have enough to replace the bridges and then have enough to continue the maintenance,” adds Mrs Threader.

“Which is why our planning is hundreds of years ahead.

“The advice we have, is we have sufficient funds but it is finely balanced. So we have to manage our expenditure very carefully. But we give a lot of grants and educational work and that comes from our surplus.”

Those donations include education bursaries, donations to the upkeep of historic buildings and even, more recently, the sponsoring of an engineering professor at the University of Greenwich at its Medway campus.

Mrs Threader adds: “We don’t have the pressures of short-term budgets to cope with.

“When the trust was founded in

1399 the donations of land and money were given for the perpetual maintenance of Rochester Bridge and that is what the bridge wardens were expected to do.

“Sadly other medieval bridge trusts have gone by the wayside as they’ve run out of money.”

Quite how much money resides in the trust’s portfolio is kept under wraps. The last time it published financial figures were for 1914. Back then it was collecting the modern day equivalent of £511,000 in rent alone. The assumption must be that figure has grown many times since.

Its focus this year, however, is on the 100th anniversary of the reconstruction of the Rochester Old Bridge, as it is known; the original road crossing.

Today the crossing comprises of the original Old Bridge, the New Bridge – opened in 1970 to increase road traffic capacity – a railway bridge, administered by Network Rail, and a utilities bridge, carrying cables and pipes across the river.

The Old Bridge replaced a previous, somewhat flawed, Victorian cast iron structure built just 50 years before.

Initially opened amid great fanfare in 1856, it was a swing bridge, which allowed it to pivot in order for larger vessels on the river to pass by.

However, 50 years into its life, the swing bridge at Rochester had never been used, rendered somewhat redundant after the construction of the railway bridge.

It had also taken a few hefty blows from passing ships, which meant the trust was already facing a large repair bill.

Instead, the decision was taken to invest £95,887 in reconstructing the bridge – the equivalent today of nearly £10m. The roadway was raised and it was suspended from the distinctive bowstring trusses we see today, rather than arches below.

It took some three years to build, with construction beginning in 1911. The decision was also taken not to close the road to traffic at any stage of the process.

In fact, it only shut on May 14, 1914 when amid much pomp and ceremony it was officially re-opened.

From that day on, it has remained not only a fine example of quality engineering and a historic landmark, but an essential means of transport for thousands each and every day.

The Rochester Bridge Trust, meanwhile, is already budgeting for when it has to be rebuilt. Planning which takes it far beyond any of our lifetimes.

“That’s been the case for 614 years. We get no Government grants there’s no impact on the council tax payer, it’s all done from our own resources”

Sue Threader,
Rochester Bridge Trust





Among our pictures of the bridge is Lady Darnley, above, at the official opening in May 1914.

Old Bridge opening so important it needed three lunches to celebrate

THOUSANDS flocked to watch the official opening of the Old Bridge – with the ribbon being cut by Lady Darnley, a member of the Bligh family who lived at Cobham Hall.

Lady Darnley was married to Ivo Bligh, the former England cricket captain who led the team in the first ever Ashes Test match in Australia in 1882.

Legend has it she was one of the Melbourne woman who presented Bligh with a tiny urn representing the Ashes after England triumphed.

The two wed in 1884 in Australia.

After Bligh inherited Cobham Hall, the couple, who had three children, were Medway's major 'family' and it was there the famous Ashes urn remained until Lord Darnley's death in 1927.

Lady Darnley was, therefore, a more than suitable candidate to conduct the official unveiling.

Sue Threader, of the Rochester Bridge Trust, explained: "It was seen as a big

celebration for Rochester. The local paper devoted pages and pages to it.

"On the day itself there were three lunches – one for the dignitaries, the mayors and local authorities – then another for all the alderman from Chatham, Maidstone and Rochester, and finally a tea for all the Scouts who had helped with marshalling.

"The bridge was closed and Lady Darnley cut the ribbon to open it to great cheers."

■ **An exhibition at the Royal Engineers Museum in Gillingham opens this week and runs to March 28.**

It features photographs and artefacts relating to the reconstruction of the Old Bridge.

The centrepiece is a recreation of the dress worn by Lady Darnley at the formal bridge reopening which has been completed by costume historian and specialist dressmaker Meridith Towne.



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Familiar figure with visitors to the War and Peace Show, Maurice Howard, has died. **Chris Murphy** recalls some of the Second World War veteran's exploits behind the wheel of his Bren gun carrier

A SECOND World War veteran and one of the War and Peace military show's long-standing supporters has died.

Maurice Howard was a familiar and popular figure at the annual display of military vehicles and paraphernalia, staged for many years in Paddock Wood and last year at its new home at Folkestone Racecourse.

But just two months shy of his 94th birthday, Mr Howard passed away.

The Ditton resident met Dame Vera Lynn during the 2010 War and Peace Show after she dedicated a newly restored Bren gun carrier which had been named after her.

But it was his tales of daring exploits across war-ravaged continents which endeared Mr Howard to so many visitors to the popular show.

After meeting Dame Vera he spoke to Peter Cook, the event's then-information officer, and revealed some of his remarkable stories from during the conflict as he and his regiment battled across north Africa and Italy.

As part of the 2/5 Battalion, Queen's Royal Regiment, he served behind the wheel of a Bren gun carrier.

These lightly-armoured vehicles travelled on tracks, much like a tank, and were normally used to carry weapons or other supplies, or act as a machine gun platform.

The regiment was involved with a mission which would become dubbed the "longest march to war".

They travelled more than 3,000 miles, taking a ship to the west coast of Africa, travelling around the Cape of Good Hope, calling in at Bombay, and eventually travelling up through Iraq, Egypt, Libya and into Tunisia where they went straight into action at Enfidaville.

Mr Howard drove his carrier ashore at Salerno, Italy, saw action near Anzio, some 50km south of Rome, and throughout Italy, finally finishing in Venice.

But even getting there was riddled with danger.

En route to the west coast of Africa, the ship carrying the regiment's Bren gun carriers was sunk in the Bay of Biscay. Its wreckage remains there to this day. It forced the regiment to wait for replacements to be shipped out.

At Enfidaville, in Tunisia, they were thrust straight into battle.

As Mr Howard explained: "Our first job was to relieve the New Zealanders who had been trying to take two areas of high ground where the Germans commanded a good position.

"I slept in the carrier at night. One night a shell came over and failed to explode. When I looked next morning

"I slept in the carrier. One night a shell came over but didn't explode. When I looked out the next morning it was just four or five yards behind the vehicle."

Maurice Howard,
Second World War veteran

Former soldier and war show stalwart dies



VETERAN: Former Queen's Royal Regiment soldier Maurice Howard and Dame Vera Lynn pictured together at the War and Peace Show in 2010

it was just four or five yards behind the vehicle."

His exploits were to continue. On September 9, 1943, his battalion was on board a landing craft bound for Salerno.

Mr Howard remembered: "The reception, when we landed, wasn't too bad. The Navy did a pretty

good job of keeping the enemy quiet.

"In any case there was nowhere to escape except back into the sea, so you had to go forward."

His Bren gun carrier, with its crew of driver, sergeant and gunner, was commandeered by an officer.

After making progress down the coast road towards Anzio, the officer

"I'm worrying in case we went over a mine, when all of a sudden Jerry opened up on us. There was a tank there. We'd stirred up a hornets' nest."

Maurice Howard,
Second World War veteran

decided to investigate a farm track.

"There was a five-foot high hedge to the left and a ploughed field to the right," said Mr Howard.

"I'm taking this all in and worrying in case we went over a mine, when all of a sudden Jerry opened up on us. There was a tank down there. We'd stirred up a hornets' nest.

"I did a wide turn so as not to take the tracks off, and took a different route back so the tank couldn't estimate our position.

"We went through a wire fence, but as we jumped a ditch, stuff flew out, including my ration box, but our sergeant, Duggie Cook, leaped out and threw it all back in."

Later in the campaign, as the regiment fought its way up through Perugia and Assisi towards Ravenna, Mr Howard was switched to a special carrier that had been converted to an ambulance.

"We didn't carry any arms," he remembered. "It had a big red cross on it. We were picking up German injured as well as our own."

Mines were always a problem. Whenever possible, Mr Howard steered his carrier along the track-marks of the one ahead.

But on one occasion the carrier behind his had been less cautious and was blown up after rolling over explosives.

"A corporal was blown out of the carrier into a ditch," he said.

"All his limbs were shattered and he was black and blue. But before he died, all he could think about was paying me back some money I had lent him to buy a watch.

"Eventually the stretcher bearers took him."

Finally, the Queen's Royal Regiment reached Venice as the war ended. When he was later demobilised, Mr Howard returned to work at Aylesford Paper Mill.

Show organiser Rex Cadman paid tribute to Mr Howard: "Maurice was always here and loved by us all and many of the regulars.

"He will be missed enormously. He was so enthusiastic and keen to share his knowledge with anyone who asked about the many vehicles we have on display.

"I know he looked forward to each of the shows. It was always on his calendar of must-do events."

Mr Cadman added: "It is terrible news that he has now passed on. We certainly won't forget him."



Telling the tales of names on village war memorial

A FASCINATING book examining the impact of the First World War on a Kent village – and the stories behind those named on its war memorial – has just been published.

Kennington At War 1914-1918 examines the impact of the Great War on the village near Ashford and the cost to a community where so many of the men went into battle for King and country.

After "a call to the men of Kent" in the local newspaper, hundreds from the area signed up – and over the course of the war some 200 came from Kennington; nearly 20 per cent of its population.

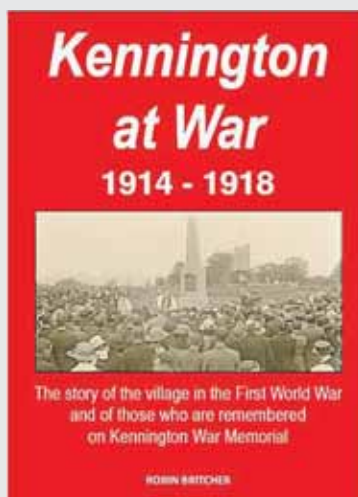
The book has been compiled by former national newspaper journalist Robin Britcher.

He said: "For many years I looked at the names on Kennington War Memorial of men who died in the First World War. I wanted to know more about them. Where did they live and work and how did they meet their deaths? How old were they?"

"What acts of bravery won N Hight the Military Cross and A Knight the Military Medal?"

"I decided to find out and tell all their stories so they would be more than just a name on a memorial. My research took me to libraries, archives and into the homes of some of the relatives of those who died."

The book includes photos of many of the



men and tells how war affected Kennington.

Copies are available from Bella's Newsagents in Faversham Road, Kennington, price £3, or can be ordered by post from the author at 169 Faversham Road, Kennington, Ashford, TN24 9AE. Cheques for £4.50 payable to Robin Britcher, includes postage and packaging. Or email robinbritcher@hotmail.com.

War and Peace Revival set for July

THE War and Peace Revival, the world's largest and best vintage and military festival, returns this summer to its new home at Folkestone Racecourse.

After many years at Paddock Wood's Hop Farm, the show moved to Folkestone and was blessed with big crowds and glorious sunshine.

Organisers declared it a great success.

Planning for this year's event is already well advanced and it takes place from Wednesday, July 16, to Sunday, July 20.

Billed as the "greatest gathering of military vehicles on the planet", this year it will commemorate the 100th anniversary of the start of the First World War.

For details, see www.thewarandpeace-revival.co.uk.

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BEAUTIFUL: Pictured above is High Birch in Cuxton, Rochester; pictured right is Japonica in Preston, Canterbury; and far right is Forge Cottage in Lynsted

Pleasure and pitfalls of a

They may capture your heart but owning and maintaining a registered property can also mean high

BEAUTIFUL thatched cottages sat around an idyllic village green, or perhaps an aged terraced house with worn tiles and lead guttering.

The old flint church with stained glass windows, or even the run-down farmhouse out in the countryside.

The term 'listed building' conjures up a different image for everyone.

But while they often pack the looks worthy of being on a picture postcard, the reality of owning and maintaining a listed building can be challenging.

So just what can you do with a listed property? What does being listed actually mean and just what are the pitfalls?

First, let's establish exactly what they are.

Listed buildings are those that have been awarded legal protection by the Department for Culture, Media and Sport, on the basis of their unusual quality, rarity or historic value. English Heritage oversees the application process and offers expert guidance.

In Kent, there are some 20,000 listed buildings, with more being added to the register every year. It puts us far above the national average.

Listed status does not only apply to castles or ornate homes either – it can be applied to bridges, factories and even war memorials.

There are two main categories: Grade I, which applies to 'exceptional national architectural or historic importance'; and Grade II, which comprises Grade II* which are 'of particular national importance and special interest', and Grade II which is of 'special architectural or historic interest'.

The latter is by far the most com-

mon both in Kent and the UK as a whole (see box).

"Listing helps us acknowledge and understand our shared history," explains a spokesman for English Heritage. "It marks and celebrates those buildings which are nationally significant; possessing special architectural and historic interest."

"The fact that a building is listed does not mean that it must be preserved unaltered for all time. The idea is to ensure that appropriate care will be taken over the decisions that affect its future in order to protect what makes it special."

In 2011, it launched the National Heritage List for England, a searchable, online, database of the country's listed buildings, registered parks and gardens, battlefields, protected shipwrecks and scheduled monuments.

The spokesman added: "It is a significant milestone towards achieving better understanding and protection for heritage in this country by opening up information which previously had not been easily accessible to the public."

However, having your property listed under one of the categories comes with severe restrictions in terms of what you can and cannot do to the property – as well as commanding, generally, a hefty price tag.

So why the appeal in owning them? "It's the connection with the past, the feeling of antiquity. And the character that only comes with age," said Peter Bell, conservation advisor for the Listed Property Owners Club (LPOC) – the UK's only advice group set up to help owners.

Based in Hartlip, near Sittingbourne, the company runs a membership programme offering listed

building owners advice on which trusted builders to use, how to deal with the local planning authority and even what to do if owners spot damp in their historic home.

Adds Mr Bell: "The people I encounter live in listed buildings because they love them. They want a home which is unique, which you don't get on a newly-built housing estate."

"Many of them see themselves as custodians of British heritage."

Listing property came into being after so many of the nation's most historic sites were damaged or destroyed during the Second World War that the Government took steps to protect, and list, key heritage sites.

In 1947, the first such list was produced. Ten years later and that list began to take on legal implications.

Mr Bell added: "They quickly needed to decide which bits of our heritage needed to be kept and protected because a lot of it was so threatened by bombs and decay. They needed a system to see what was special and what needed to be preserved."

"It's fair to say that here in Kent we

have well above the national average of listed buildings for a county. Kent is a very historic location."

Across the UK there are now some half a million listed structures. Some of the more unusual ones include the famous pedestrian crossing featured on the front of the Beatles' Abbey Road album.

So what gets on the list?

"Age obviously helps," said Mr Bell. "Inevitably the older it is the more likely it is to be listed, because it becomes unique."

"But buildings can be listed for association with historical characters, or because of historic events or because of the value they have in association with other buildings, around a village green for example."

"In fact, there is a war memorial in Faversham which has just been listed. Not because of its architectural merit, but because of its significance to the community and what it stands for with the 100th anniversary of the First World War coming up."

But living day-to-day in a beautiful piece of history is not always as idyllic as it may seem.

Maintaining one of these properties can be both time consuming and very expensive, not to mention putting a premium on the price when it goes up for sale.

Rob Sabin is director at estate agent Miles and Barr. He says a listed property can be a mixed blessing.

"If the property is in good condition

then estate agents can potentially sell it for a larger price than a similar non-listed house," he explains. "The condition of the property would also make it easier to sell on the market."

"However, if the house is in a poor condition and needs a lot of refurbishment, then the fact it is a listed building can go against it. It will probably be harder to sell because the new owner will have to jump through a lot of planning hoops to change or update things within the property."

It is perhaps the most commonly heard fear of anyone considering a listed property – just what happens if something goes wrong?

Should a few tiles break off your listed home due to the wind, for example, it's not as easy as phoning a roofer to get a few new ones put back up.

They often have to be the same style, shape and colour to the originals in order to maintain the exterior look.

Buying bespoke is often the only option. And in the case of older properties, unusual building shapes and the need for the right tradesman with the right skills can limit your options on shopping around for the best price.

The LPOC's Peter Bell owns a Grade II-listed building in Canterbury. He explains: "Yes, repairs and maintenance can be more expensive than living in a non-listed building. You often don't have the option of doing it cheaply."

"If the gutters deteriorate, they need to be replaced in lead, which can



“ The people I encounter live in listed buildings because they love them. They want a home which is unique, which you don't get on a new estate ”

Peter Bell,
Listed Property Owners Club

KEA



LISTED BUILDING CONSENT

If you own a listed property and you want to carry out any significant alteration to it, you need to seek listed building consent. To do so you must apply to your local authority.

English Heritage says local authorities should aim to return a decision on smaller schemes within eight weeks, but advise this can extend to 13 weeks for major proposals.

This includes a statutory 21-day consultation period where neighbours, amenity societies and other relevant parties will be consulted.

If the application involves a Grade I or Grade II* listed building, demolition or is complicated, the case will be forwarded to English Heritage for expert advice.

Listed status covers a whole building, inside and out.

Common works requiring consent might include the replacement of windows or doors, knocking down internal walls, painting over brickwork

or altering fireplaces.

All listed property owners are advised to speak to their local authority conservation officer if in any doubt as to whether they need to make an application for consent.

Owners are also advised to speak to their local authority before lodging applications.

Failure to get permission comes at a high price too. Not only will it make trying to sell on your house a tough challenge, but they can simply instruct the property to be returned to its original state - with the owner picking up the necessary costs.

The courts do not accept ignorance of a listed building as a defence, and it is considered a criminal offence to demolish, extend or alter a listed building in a way which affects its character without first obtaining consent.

The penalties if convicted can be fines of up to £20,000, imprisonment or both.

listed building

costs and being bound by stricter rules, **Joe Bill** finds out more

be a worthwhile investment, but it can also be expensive. There is no getting away from that."

There are no cheap short-cuts either. Carrying out unauthorised work to a listed building is classed as a criminal offence and individuals can be prosecuted. Local planning authorities and English Heritage can also demand that illegal alterations be reversed.

The LPOC offers specialist building insurance policies to help manage the costs when things do go wrong.

Tracey Warren from the group believes that some of these historic homes are actually in a better state than their modern counterparts.

She said: "Listed buildings do need specialist insurance protection in order to provide the correct cover for repairs."

"These type of insurance policies are no more expensive than insurance for modern homes, because period homes have stood the test of time and were built of traditional materials which are proven to last longer."

"Older properties were not built on flood plains and do not subside like some newer homes, but normal online internet policies can be unsuitable for listed buildings as they tend not to ask for the correct information, such as the construction materials and so on."

Although it is harder to make changes to a listed property than a regular one, current owners believe that too many people are put off buying a historic building because of the stricter rules on modifications and modernisation.

Martin Anslow has owned a Grade II-listed building in West Malling for 10 years.

A former rural post office which was shut and remained unused since 1985,

“We weren’t looking for a listed building, but when we saw this place we fell in love with it. But before buying we did do a lot more research into owning one”

Anne-Claire Howard,
Listed building owner

Mr Anslow had to upgrade the interior of the building to make it habitable.

He said: "When we renovated the house we got a conservation architect involved so they knew what we could and couldn't do."

"The problem really comes when people buy these properties and think they can do whatever they want."

"It took a year to renovate so it was a major job and you should always get listed building consent for everything you do. But as long as you conform to the rules, and speak to people who know what they are doing, it doesn't have to be an issue."

The strict conditions for each property will vary.

Anne-Claire Howard moved into a Grade II*-listed building known as Bloors Place in Rainham just six months ago.

The 15th-century architecture and links to Henry VIII were a rare attraction to the property, but new owner Mrs Howard believes people should think carefully before taking on a listed home.

She said: "We weren't looking for a listed building at all, but when we saw this place we fell in love with it. But be-

fore buying it we did need to do a lot more research into what it means to own one."

"I wouldn't say it put us off, but it certainly adds another issue to the mix. It does make you think a bit more about the commitment. You need to fully understand that you cannot just walk in and knock walls down."

"You obviously want to modernise a few things and we haven't been through the joys of planning permission yet. We have engaged a little bit with the council to see how we would proceed."

"We don't want to significantly alter things that have historic value. And the more you hear about the history of the building the less you want to change."

Of course, the higher the listed grade, the more difficult it becomes to modernise the building. But Peter Bell was quick to reiterate that putting your own stamp on your home was still possible.

Mr Bell said: "Repairs don't require any consent at all. They are just putting back what should be there anyway."

"But if you want to make alterations, like build an extension or put new windows in, or take down a chimney stack, then you definitely need listed building consent."

"That does involve lots of forms, and the local planning authority, and it can take time."

Conservation officers and specialist architects will visit the building and will make a decision as to what is and isn't in keeping with the building. But Mr Bell, who lives in a converted medieval farm house, believes the rewards are worth the time, effort and inflated costs.

He explains: "When I purchased it there were still gas lights in every

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room and a water pump at the sink. "It was antiquated and had been occupied by a farm tenant for the best part of the 20th century.

"But I've spent 20 years bringing it up to date with a lot of heartfelt love and attention and money, dare I say.

"There aren't many listed buildings which you can't possibly alter, as long as you do it sympathetically."

The opportunity for people to live in a piece of history was made considerably more difficult after a VAT relief offer was withdrawn by the Government in September 2012. It had originally allowed owners making alterations to a listed dwelling to claim back the VAT spent out on the work.

LPOC tax advisor Dave Brown said: "VAT relief existed until September 2012 – a relief that allowed VAT zero rating for alteration work to a listed dwelling, which required and received listed building consent.

"But if anyone had already applied for listed building consent prior to March 21, 2012, a transitional relief still applies. That zero rating can continue, where appropriate, until September 30, 2015."

Despite the obvious obstacles that listed building owners face, the prestige and connection to British heritage that comes with residing in one of the country's most prized buildings seems to far outweigh the cost of maintenance, or the constraints that come with attempted modernisation.

The desire to be part of the county's historic tapestry proves an alluring one.

Martin Anslow believes the urge to live in a listed building was handed down from his parents.

"My parents lived in a listed building and I grew up with that. Possibly that's the reason I am used to it and want that type of house. I wouldn't go for a more modern building.

"During the process of renovation, you really start to understand and learn the character of the building.

"It can be very easy to sanitise or strip out all of the character, which is what they are protecting against, because once it's gone, it's gone forever.

"Old buildings have a certain attraction that is hard to explain. They are very different to live in; they are cosier than many modern houses."

Mr Bell was another who said he would never consider living in any home other than a listed building – despite the headaches.

"I guess it differs from building to building and from person to person on why they move in," he explains, "but I know that I wouldn't live in anything other than a listed building now.

"I love the feeling and connection with the past. There is a heritage value that you get with a listed building.

"Many owners are so proud to be able to pass on a bit of history, having looked after it for their period of time in the building."

To underline the appetite for period living, the LPOC stages an annual trade show at Olympia in London, this year taking place on February 15 to 16.

More than 60,000 people are expected to attend.

LPOC spokesman Jo Dennis concludes: "Properties these days are not built with the love and character that they were in the past. Listed properties have stood the test of time making them very, very desirable."



STUNNING: This former rural post office in West Malling was shut in 1985 and remained unused before being brought back to life as a stunning home

County boasts many inspirational and beautiful properties

AMONG the county's Grade I-listed properties is the gatehouse at Cooling Castle, which dates back to the 14th century, and Rochester's Eastgate House, an example of an Elizabethan town house and an inspiration to the author Charles Dickens.

Others given the top rating include popular tourist attractions such as Knole House, Penshurst Place, Hever Castle, Chartwell, Leeds Castle and the Archbishop's Palace in Maidstone.

Peter Bell of the Listed Property Owners Club said listed buildings come in all shapes and sizes.

He said: "It can even be because

of technological innovation.

"One building in my patch is a Grade I-listed boat store at Sheerness dockyard. It is the earliest surviving multi-storey, iron framed building in the world.

"It's an ugly building, you wouldn't list it for its aesthetics, but it is so pioneering; it's the forerunner of the skyscraper really."

A large number of Kent's important listed buildings are still used as residential property including the likes of Hollingbourne Manor in Maidstone, Cobham Hall, La Providence in Rochester High Street and Allington Castle.



GEMS: Maidstone's Archbishop's Palace, above, and, below left, Faversham's Guildhall and, below right, Chatham Dock's Clock Tower



LISTED BUILDING CATEGORIES

Grade I: Buildings deemed of exceptional interest with international value. Around 1.5 per cent of all listed buildings in the UK fall into this category. In Kent, this figure stands at around 2.3 per cent of the county's listed buildings.

Grade II*: Buildings considered of particular importance and of more than special interest. Some 4.1 per cent of all listed buildings in the UK are designated Grade II*. In Kent, the share of listed buildings is 5.2 per cent.

Grade II: Buildings with this rating are considered of special interest, warranting every effort to preserve them. By far the most common of the listed properties, 94.5 per cent of all listed buildings are Grade II – 91.4 per cent in Kent.

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HUSH-HUSH: Fort Halstead is shrouded in secrecy and thought to be at the heart of everything, from the creation of Britain's atomic bomb to analysing the wreckage from recent terrorist atrocities

Future of MoD's top secret research site still unclear

IN JUNE 2011, a major hi-tech military research centre in Sevenoaks announced it was to close, bringing down the curtain on a site shrouded in secrecy and at the heart of everything from the creation of a British atomic bomb to sifting through the wreckage of major terrorist atrocities.

The Defence Science and Technology Laboratory (Dstl), part of the Ministry of Defence, said a review of operations had resulted in the decision to close Fort Halstead in Sevenoaks.

It put a huge question mark over nearly 1,000 staff employed at the 300-acre site as well as the associated local industries which serviced it.

Just 400 are expected to move to the new site at a new-build facility at Porton Down, near Salisbury, and Portsmouth West in Portsmouth.

But late last year it was announced the move was being put off for up to a

Relocation delays mean Sevenoak's Fort Halstead will now remain in use until 2017 and, as **Chris Murphy** finds out, it means plans for the 300-acre facility will have to wait too

year due to design delays, bringing more uncertainty to the mix.

While 200 staff are set to leave this spring, the rest will now remain until the end of 2017.

It means plans with what to do with the site after Dstl leaves will remain in limbo for a little while longer.

So far two public consultations have been held to assess local opinion on what should happen to the buildings left behind, with Armstrong (Kent) LLP, which owns the site, spearheading the regeneration plans, working in close co-operation with Sevenoaks District Council.

An Armstrong spokesman said it was crucial the future of Fort Halstead is "sustainable, dynamic and viable" when Dstl leaves.

The spokesman added: "We will continue to engage with the local community as the proposals progress through the planning process."

While defence firm QinetiQ will retain a presence on the site, the proposals are likely to include building hundreds of new houses, a hotel, shops and a heritage attraction based around the site.

A Dstl spokesman said: "We are aiming to relocate from Fort

Halstead by the end of 2017. "There are significant challenges in relocating the unique and complex facilities, due to the nature of our work, and this has resulted in a delay in the design phase which will delay the construction design phase.

"Dstl is committed to relocating its operations from Fort Halstead to Porton Down and Portsmouth West in order to deliver more effectively and efficiently to its customers.

"Around 840 staff have been affected by the move and around 200 will have moved by spring 2014."

The facility has a long past and has

been involved in some key moments in UK and world history.

It was originally built in 1892 as one of a number of forts built to protect London. In the event of a crisis, volunteers would man the barricades in a bid to protect the capital.

It continued to play a key role in the nation's defence and, in 1922, a special hush-hush research department was established there.

It is believed work on the British atomic programme took place at the site – under the name High Explosive Research, or HER – which resulted in the creation of the nation's first atomic bomb.

The device was taken by Royal Navy frigate to the Pacific and it was detonated in the Montebello Islands, a favourite spot in the world for such tests during this period. In 1950, that atomic work was moved from Fort Halstead to Aldermaston.



HOME TO THE INVESTIGATORS OF TERRORIST BOMBINGS

OVER the years, Fort Halstead was used to investigate a number of terrorist targets.

The remains of Pan Am Flight 103 were taken there after a terrorist bomb destroyed it and sent it crashing down on the Scottish town of Lockerbie in December 1988 with terrible loss of life.

Its forensic scientists from the Royal Armament Research and Development Establishment examined aircraft parts from the blast zone and testified as expert witnesses at the May 2000 trial in

Holland. Two Libyan suspects were on trial accused of causing the explosion.

Its scientists were once more called upon following the horror of the London bombings on July 7, 2005. Suicide bombers detonated explosives on the Underground network and a bus in Tavistock Square.

It was the first time investigators had seen a hydrogen peroxide device. Those used on the bus and Underground were obviously destroyed, but a complete bomb

was later discovered which allowed the team at Fort Halstead to produce full reports on how the similar devices were created.

In June 2007, a car bomb in London was discovered outside a Piccadilly Circus nightclub. It was packed with gas cylinders and nails. Someone spotted it smoking and raised the alarm, and it was disarmed.

It was reported that the car was then placed on a lorry and taken to a specialist Fort Halstead lab called the Igloo for analysis.

Memorial will ensure Marlowe favourite always has the best seat

By Chris Murphy

editorial@kosmedia.co.uk

AS THE excitement of pantomime season subsides, the family of one of the tradition's great, late, stalwarts are hoping to finally raise the money needed to erect a memorial in his name.

Dave Lee, who lived in Herne, assumed legendary status in the county during his lifetime.

The comedian enjoyed a successful career and raised more than £2 million through his Happy Holidays children's charity set up with his wife.

But he was perhaps best known for his regular role in panto at Canterbury's Marlowe Theatre.

The dame of the production, he was particularly loved for what became known as the 'ghost bench gag' – a song and dance routine featuring Mr Lee and other key characters which continues to this day.

Since Mr Lee's death two years ago this month, aged 64, his family have been fundraising to build and install a large bronze bench outside the theatre. However, this will cost £45,000.

After collecting money outside performances of the Marlowe's recent panto Jack and the Beanstalk, they are now just over the halfway mark.

His son, Darren, told KoS: "Dad did the panto for 17 years and no matter what the story was, what became known as Dave's ghost bench gag was always in it. They do it to the Ghostbusters theme and the kids still go crazy. So it is pretty apt we get this bench installed."



"I can't believe people were so generous. It was just a few of his friends and family outside the theatre, usually over the weekend while the panto was on, and we raised just over £10,000."

"I can't thank those people enough. Many were dropping notes into the bucket."

"We hope to finish off the fundraising soon, so we can get it in there when the weather improves."

It is being made by one of the late comic's friends Dominic Grant. He was part of 1970s singing group Guys 'n' Dolls and whose partner is Julie Forsyth – daughter of Strictly Come Dancing host Sir Bruce.

The couple also helped fundraising outside the Marlowe.

Mr Grant, who lives in Ramsgate, and is now a sculptor, said: "The final clay cast will be done pretty soon and then we can get on with the finishing."

"At the end we will have a great piece with Dave sitting on his famous bench."

A spokesman for the Marlowe said: "It is fantastic they have achieved so much."

"The people who visit this theatre knew Dave and the wonderful work he did, so they were pleased to give something back so the city has a lasting reminder of such a fine gentleman."



MEMORY: Dominic Grant, below, has created a bronze tribute to Dave's panto routine (above)



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LIFE AND TIMES

BROADSTAIRS-born Dave Lee's early battles with illness, including tuberculosis and double pneumonia, would go on to shape his life.

After gaining success as a comedian he wanted to help others stricken by hardship or illness and founded the Dave Lee's Happy Holidays charity to send sick children on dream trips.

Over 15 years, his pro-am golf days in Kent and charity shows raised more than £2 million to help the young.

In 2003, he was awarded the MBE and was a non-executive director at Gillingham Football Club.

He died in January 2012 after battling pancreatic cancer which had forced him to pull out of the 2011 pantomime.

His funeral at Canterbury Cathedral was attended by a host of stars, among them comic Jim Davidson.

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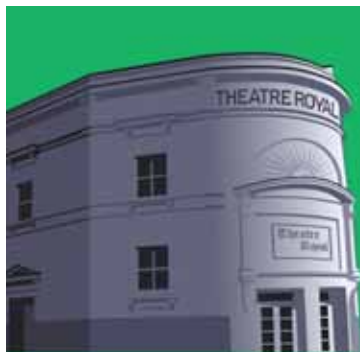
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Minister gives £10m approval to fund engineering college

After much debate, the site of Medway's eagerly anticipated University Technical College has been confirmed as regeneration zone Chatham Waters. Now it has the funding too. **Chris Britcher** reports.

THE £10 million state-of-the-art University Technical College (UTC) will be built as part of the Chatham Waters development, it was confirmed this week.

The college was given the green light last April by the Department of Education and will be one of 30 similar UTCs open, or preparing to open, across the UK.

Designed to offer a vocational twist to the secondary school education mix in the area, it will cater for students aged between 14 and 19 who want to combine traditional studies with a strong focus on engineering and construction.

Medway is looking to its past in establishing itself as a powerhouse of industry in the future.

Once home to centuries of ship-building, Chatham Dockyard closed in 1984 putting thousands out of work and causing an enormous vacuum in the labour market.

Now the region is beginning to see the fruits of a comprehensive regeneration of the area which, at its heart, has seen the development a string of top level education facilities.

And it is those very organisations which have teamed up to support the new UTC which, if all goes to plan, will be open by 2015.

Sponsored by the University of Greenwich, MidKent College, Medway Council, BAE Systems and other local employers and partners, it will provide a technically rich education for up to 600 students for 40 weeks of the year.

The working day will typically be from 8.30am to 5pm to reinforce

and reflect the business connection.

This week's news ended months of speculation by confirming the UTC will be built at Chatham Waters. For many months, a site at Brompton Barracks had been touted.

The confirmation comes as the Government's schools minister, Lord Nash, confirmed the Department for Education will release the finance for the college.

That now clears the way for the public consultation which is now open and runs until March 3.

It gives locals the chance to put forward their views on the UTC and the suitability of the proposals.

In addition, a series of events will be held in February where members of the public can turn up and discover more about the UTC, as well as share their views.

Professor Alan Reed, director of regional development at the University of Greenwich, and chair of the UTC project steering group, said: "After exploring numerous options, the UTC Trust is delighted that the minister has agreed to fund our proposal for the UTC to be sited on the new Chatham Waters development at Chatham Docks, subject to finalising the acquisition with Peel Land and Property and securing detailed planning permission.

"Importantly, the £10m new build will be in close proximity to the University of Greenwich, MidKent College and the Royal School of Military Engineering, thereby giving UTC students easy access to the specialist facilities in engineering and construction available at these partners.

"An essential part of the develop-

ment of the UTC is listening to the views of as wide a range of people as possible, to ensure that Medway UTC fully meets the needs of local young people, their families, employers and others.

"The consultation provides everyone with a valuable opportunity to provide their views.

"However, this is just the beginning of a dialogue we hope to have with the people of Medway between now and the opening of the UTC in 2015, and beyond."

Rodney Chambers, the leader of Medway Council, said: "Medway has a rich history of construction and engineering, and a University Technical College specialising in these subjects will not only continue this tradition, but will also equip a new generation with first class technical skills that will help them pursue careers in these important sectors at all levels.

"The UTC will enable a degree of specialisation before the age of 16 that is currently unavailable, and it will engage and enthuse students. It will also benefit local employers, which in turn will boost the local economy."

The UTC will be situated on a 5,000m-sq single site, featuring "state-of-the-art buildings that will combine business ethos and workplace facilities within an academic environment".

■ **To take part in the consultation visit www.medwayutc.co.uk or call the trust on 01634 883709.**

Events showcasing the proposals take place at: February 12 – MidKent College, Gillingham campus 5pm-7pm; February 21 – Medway Council, Dock Road, 2pm-4pm.



CONFIRMED: Chatham Waters will be the home of Medway UTC

AIM OF REGENERATION SCHEME

THE Chatham Waters regeneration scheme is an ambitious £650 million project to transform part of Chatham docks into a vibrant part of Medway.

Once complete, it will offer office space, education facilities, some 950 flats and townhouses and a superstore built by developer Peel Land and Property. There will also be a 200-bed hotel.

It is hoped the scheme will create around 3,500 jobs.

Medway Council gave the

go-ahead for the first phase of the scheme last September – which will see a 78,000sq-ft Asda supermarket built at the site.

Also planned are an EventCity. A similar exhibition space was built by Peel at the Trafford Centre in Manchester and has held a host of consumer shows, trade fairs and live entertainment events, including auditions for ITV talent show the X Factor.

For further details, see www.chathamwaters.co.uk

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The team making sure that the beat goes on

Soundhub is taking a lead in digital education in music for youngsters around the county. **Greg Miles** finds out about how it started and what it's achieved.

THE next generation of the county's musicians should be in safe hands under the guidance of a thriving organisation set up 12 months ago.

Under Government changes to the way that music education is implemented, Soundhub was established in Kent as one of 122 music education hubs funded by Arts Council England.

The aim is to ensure there are ample opportunities for youngsters to learn instruments and become involved in music, creating a legacy that will help to boost numbers at choirs, orchestras and other groups.

However, it is far from just catering for the traditional outlets and is looking to encourage those interested in more mainstream music to participate.

"There has always been money for the education, but now it's going through us," said Soundhub chief executive Peter Bolton, who has a fair idea of the industry

“We are committed to developing a broader range of music on offer. What we need to do is look at how we give schools the tools to get more involved”

set-up, having worked with festivals and concert venues.

He is also chief executive of Kent Music, which is behind the project and runs a range of musical groups around the county.

"The thinking behind it was that they wanted to see a more joined-up approach between the authorities.

"A lot of money went straight into schools. There was quite a strong track record of schools doing music in Kent – what we are trying to do is make it a bit more clear and support young people.

"We are committed to developing a broader range of music on offer. What we need to be doing is looking at how we give schools the tools to get more involved.

"We have probably put more resources on the ground than the local authority did and we have been able to get ourselves into more places than the money would allow before.

"Soundhub is making a real difference to children in Kent. In a

recent survey, more than 78 per cent of music teachers visited by our hub leaders said they found our help useful.

"Our aim is to have more young people of all backgrounds singing and playing musical instruments together, which also helps with wider learning and social skills."

Soundhub was recently short-listed for a national award that recognises innovation in teaching. The team will find out on Friday, February 7, at a ceremony in London whether they have won the Hub Innovation Award in the Music Teacher Awards for Excellence 2014.

It would be a big feather in the cap for the organisation, which has helped interest grow by good

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« Continued from page 41

old-fashioned networking.

"We have been able to put local people on the ground and they are working closely with the schools.

"We have managed to visit every school in Kent, and that's possibly the first time that's happened before. We did that to talk to them about what they might develop and what they do and bring schools together to sit down and plan all of those things.

"One of the reasons we put ourselves forward for an innovation award is because of the push towards digital development," said Bolton, pointing to the organisation's website www.soundhubkent.com.

"We have done some pilot work helping people with composition and writing their own music and plotting out the best way to do that," he said.

The website has a multitude of applications and resources for students and teachers to take

“The challenge for us is to create things that have a lasting impact. We could run lot of programmes having a nice time doing that, but they need to be there for the long term”

advantage of, including a tool to teach chords, scales and harmony, music-theory classes and a mobile metronome that you can download to your mobile phone.

There are also plenty of pilot projects that are putting Soundhub at the forefront of music education in the country.

"We are creating a resource that will give children 15 weeks' worth of music and every other week we will put in a teacher to back it up. We are piloting it at the moment. We don't think anywhere else is doing this in the country," said Bolton.

The coordinated thinking is an important approach to take, with education such a priority with Soundhub.

It has often been stated that music can play an important role in enhancing students' academic studies, so to have schools onside and engaging in what it does is a big plus.

"There is quite a bit of research being done showing that music helps with academic subjects.

"We are trying to push that on to schools because there is evidence that if they are playing in music groups they will enhance their social skills and improve their academic abilities," said Bolton.

He seems not to be wrong. A simple search on the internet brings up thousands of articles on the same theme, with many studies carried out to see what effect music has on a child's learning.

A popular line is that a 'normal' brain will focus only on audio or visual information separately whereas a musician's brain can stay active in both areas, leading to greater verbal and listening skills as they mature.

One thing that could put off youngsters is a perception that music in schools is only about traditional instruments.

That is not the case with



COLLABORATION: Soundhub chief executive Peter Bolton, left, has helped interest in music to grow in the county

Soundhub. However, Bolton could not comment on whether stigmas around music in school were being changed.

"It's hard to say," he said. "I think it's like anything – if you're going to provide an offer, that offer will interest people but not necessarily appeal to everybody.

"There will always be kids that will want to play violin and be in an orchestra, but there will always be those who want to be in a rock band or in jazz. The challenge for us is to create things that have a lasting impact. We could run lot of programmes having a nice time doing that, but they need to be there for the long term.

"We have to go into schools with a very open approach to find out more about what they want to do. We need to know what they're listening to. We mustn't go in saying this is the way we have to do it.

"We have to have the approach that young people are the starting point."

While a student's interest is obviously a key factor, there are plenty of occasions when families are simply priced out of letting their child take part. That is where Soundhub steps in.

"I think ultimately it is about finances, but having a supportive

family is going to be important," said Bolton. "If you have got family backing, that encourages you – you're more likely to take part.

"One of the things we're working on into our second year is we're looking at a programme that we're calling our inclusion programme. That will look at how we target kids who are not involved because of barriers and how we can remove those barriers.

"Some youngsters might get a brief free experience, but quite quickly

“We have to go into schools with a very open approach to find out more about what they want to do. We need to know what are they listening to”

they have to start paying for it and there's evidence that they then stop."

Soundhub is working with 90 per cent of schools in the county, which enables it to reach thousands of students who are at the right age to benefit. However, some schools choose not to engage.

"There are schools that elect not to

do it and they don't have to do it," said Bolton. "We cannot put money into a school if they don't want a music programme. There are only a handful of schools who are not involved, though.

"It comes down to the school and what their focus is. Some are very focused on the core subjects of English, maths and science."

Funding is a big issue in all walks of life today, and music and education are certainly not excluded from the financial pressures.

Having been given £4.5 million funding through Arts Council England to see the project through until 2015, Soundhub will have to bid for more funding towards the end of this year to keep going.

Bolton is as yet unsure whether it will be for the same amount of money but is predicting less.

"We don't think it will be the same," he said. "Anything is possible in the current climate, but it's very unlikely the money will be the same. In fact it's likely it will be reduced."

■ For further information on Soundhub, visit www.soundhubkent.com. To learn about joining county music groups and choirs, tuition and instrument hire, visit www.kent-music.com or phone 01622 691212.

Time Out Top Ten

1 Theatre Royal Margate

Tuesday, January 28
Phone: 01843 292795

Trevor Noah: South African comedian with his new show The Racist. Tickets £15.

2 The Marlowe, Canterbury January 29-February 2

Phone: 01227 787787

Beauty And The Beast On Ice: Classic tale performed by Russian Ice Stars. From £14.

3 Assembly Hall, Tunbridge Wells

Friday, January 31
Phone: 01892 530613

Taking Care of Elvis: Ben Portsmouth stars as Elvis in a night of tribute. Tickets £20.

4 Hazlitt Arts Centre, Maidstone

Thursday, January 30
Phone: 01622 758611

Circus of Horrors: Britain's Got Talent finalists back with another show. Tickets £18.

5 Trinity Theatre, Tunbridge Wells

Friday, January 31
Phone: 01892 678678

The Wit and Songs of Noël Coward: Peter Gill in tribute to legendary songwriter.

6 Quarterhouse, Folkestone

Saturday, February 1
Phone: 01303 858500

Paul Chowdhry: Live At The Apollo star back with his biggest tour yet. Tickets £14.

7 Orchard Theatre, Dartford

Mon to Wed, January 27-29
Phone: 01322 220000

51 Shades of Maggie: One-woman comedy send-up of 50 Shades Of Grey. Tickets £18.

8 Stag Arts Centre, Sevenoaks

Wednesday, January 29
Phone: 01732 450175

Another Taste of Classics: Classical music from Sevenoaks Symphony Orchestra.

9 Gulbenkian, Canterbury

Saturday, February 1
Phone: 01227 769075

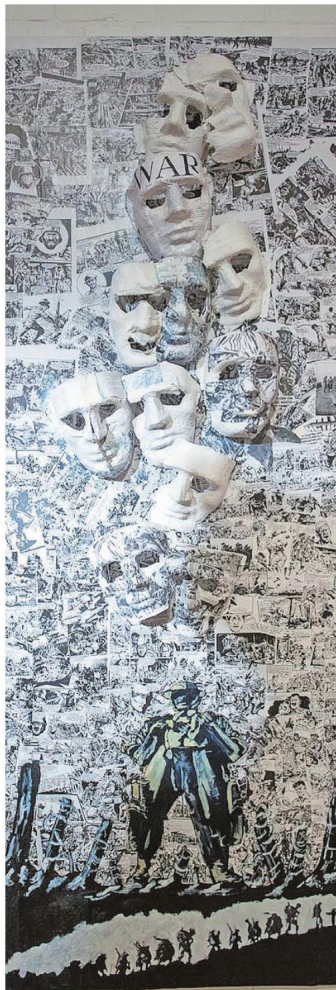
Elephant Revival: Folk and rock from American five-piece band. Tickets £12.

10 Folkestone Town Hall

Until Friday, January 31

Phone: 01303 257946

Kent History Exhibition: An exhibition Kent history from medieval foundations to Buffalo Bill's tour in 1903.



War vets using art for therapy

Jane Churchill talks to **Greg Miles** about an exhibition drawn from the emotive work of former soldiers

A group of former soldiers have been expressing their emotions through art in a bid to help others make the transition back into civilian life from the Forces.

Their work has been gathered for an exhibition, entitled *Transitions*, which is on show in Tunbridge Wells and that through various media discusses the journey from service to Civvy Street.

It is the second exhibition in the *Two Worlds* trilogy, which has been developed in a collaborative project involving the Town and Country Housing Association and support groups including Stoll and Blind Veterans UK.

Working with them on the project has been Tunbridge Wells artist Jane Churchill, who explained how important it had been for the ex-soldiers to discuss

their varying emotions.

"I think they were wondering what this art was going to be about, but their ideas were mind-blowing," she said. "They were so exciting to work with. They were on it all the time."

"It's black and white in the army – you had to do it right. Everyone has found out since leaving that it's not a matter of life and death as a civilian – that has been quite a challenge for them."

There are several doors in the exhibition representing the various transitions out of the army, with separate sections looking at redundancy, injury and mental health, all of which had impacted on those who took part in the creation of the art.

"They have drawn on their own personal experiences," said Churchill. "When you leave the army, you leave a way of life you love. The first couple of sessions,

Pictures: DAVID HODGKINSON PHOTOGRAPHY



PLANE TALKING: Emotions on returning to Civvy Street have been portrayed through art

we ended up talking about quite moving things.

"What comes out is quite profound. There were times when it was quite painful for them because there are some harrowing stories. "It felt like a very positive thing to get it out and share their message and help others."

"One veteran came in and he hadn't spoken to anyone that was ex-Forces for 14-and-a-half years.

He had not had that shared experience."

The third part in the trilogy will take part in autumn and is entitled *Our History – Families, Memories and Mementos of War*.

■ The exhibition is on at the Trinity Town & Country Housing Foundation Gallery until Saturday, February 15. To find out more visit www.fromservicetocivvystreet.org.uk.

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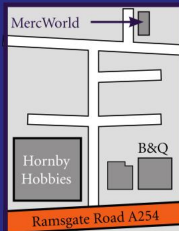
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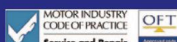
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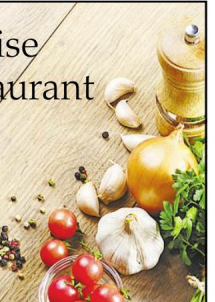
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Katherine's sloe-burner bursts into fruitful life

ALCOHOL and chocolate – surely two of the finest indulging comforts you could find. So the idea of putting them together would seem a no-brainer, wouldn't it?

Liqueurs have been with us for centuries, but the idea of the old winter favourite of sloe gin mixed with homemade chocolate in various forms is an interesting take on things.

Katherine Hook had a passion for both in their separate entities for years before uniting them in her cottage industry Sloe Seduction.

From her home in the village of Marden she has experimented with all sorts of recipes, going from the revolting to the sublime in making the bitterest of autumn fruits ripe for eating alongside chocolate, with gin the secret ingredient.

Growing up on a farm on the Kent-Sussex border village of Northiam played its part in her love affair with sloes.

"My father always used to pick sloes because we had them on the farm," she said. "The first time I tried sloe gin I enjoyed it. I should think that was when I was about 15 or 16."

And so she set about making it for friends and family every year until a career as a business-travel planner took over. She was also preoccupied full-time until a year ago working as a personal assistant for her husband Martin's motorcycle dealership in Tunbridge Wells.

“They were quite revolting. My husband said ‘Darling, you haven’t quite got it right’. It was back to the drawing board.”

"I decided to give up everything else and go for this full-time," she said. "I had just been doing it for friends and going out to the odd market."

"I had a big gap where I didn't do it for a while because I was busy and flying around the world doing business travel. But having moved back into the countryside again I thought I have got to do it because I have sloes in the hedge. That was about eight years ago."

"I also have a passion for chocolate, so I thought how can we combine these and came up with the concept of sloe-gin chocolates."

"I have always loved good



SPIKED: Katherine Hook infuses a range of products from chocolate mousse to truffles in her new business

Greg Miles talks to the founder of Sloe Seduction, which fuses chocolate with the tart fruit for a curious outcome

chocolate. I don't go for the dairy milks and what you can buy off the shelf. I bought the special machine and was all sorted for making chocolate."

The growth has been such that she cannot pick enough sloes to keep up with demand and share around her various products.

So Katherine has enlisted the help of the new Anno Distillery, handily placed just down the road from her home. It has so far supplied her with 200 litres of her special-recipe sloe gin.

"I pick what I can, but as of November last year we get a local distillery to make the sloe gin for us," she said. "I was picking enough sloes just to make the sloe gin, but now I have got other customers wanting the products I can't be spending time picking sloes all day."

She is pushing the creative boundaries when it comes to where her sloe gin goes. On her list so far are chocolate truffles; the Sloe Dreamers – chocolate spheres filled with sloe gin that Katherine recommends dropping into hot chocolate, pictured bottom right; chocolate mousse, which is a hit for dinner-party orders; and chocolate sauce, which comes in a pouch and can be microwaved – that's called the Sloe Slider.

"I want to be different," she said. "I don't want to do what everybody else does. I don't think there's

anybody else that combines chocolate and sloes the way I do. I have got quite a few products now and more are coming."

"I have just produced something that I'm still in the research-and-development stage of – sloe-gin chocolate muffin. So far we're really pleased."

"We are trying to get to grips with a liqueur at the moment that's creamy like a Baileys."

Of course, with experimentation there is plenty of room for error, as she found out with her first attempts.

"They were terrible," she said. "The first batch of chocolates had the physical fruit of the sloes in. I made the chocolate and that was lovely, but it was unpalatable with the sloes in."

"They were quite revolting. My husband said 'Darling, you haven't quite got it right'. It was back to the drawing board."

"I did try two or three different ways of doing things. You have to have an open mind and inspiration."

"We do use the fruit once they have been used in the gin. They go into a marmalade and a chutney. I have a lady that makes it for me. It's got a kick to it. The chutney has apples in it as well."

Her two daughters, Louise, 9, and Rachael, 6, play a big part in providing her with inspiration, and in fact came up with the idea



for the Sloe Slider.

"One day I was making chocolate sauce to go with their ice-cream for pudding. The little one was five at the time and she said 'Mummy, we've got sauce and ice-cream – why don't you add a dash of sloe gin to it for yours?'. That's how it came about."

■ For more information, visit www.sloeseduction.co.uk.

The highs and lows of sharing laid bare at former favourite

ONCE upon a time, Salt Marsh was comfortably Whitstable's most accomplished restaurant.

Before it moved to become a stand-alone add-on to the popular Duke of Cumberland pub in the very centre of the town, it occupied more modest surroundings further down the town's main thoroughfare.

There it served up something so different you couldn't help but fall under its charm. There were no menus, not even a price list, just the need to trust your waitress and its popularity by courtesy of the fact it was always busy. The meals were always top quality and the cost far less than you expected.

But when the owners took over the town's most high-profile pub, Salt Marsh shifted into premises at the back. And, in truth, it lost a little of its sparkle. Two years later, the question is: does it still pack a punch?

Salt Marsh

Location: Whitstable

By Chris Thomson

The answer is yes, but the reality is that it has since been surpassed in quality, if not value for money.

The good news is the experience remains hard to beat... the candles flicker on the tables, the music adds atmosphere and the clientele are there to enjoy themselves. It creates a warm atmosphere against the dull, damp gloom outside. The menus are still missing. There is a price-tag this time, though – £20 for two courses, which, for two people, consists of three starters and mains to share.

To cut to the quick, for the quality of food and quantity, it is value not to

be sniffed at.

Service, also, remains exceptional. The waitress was friendly, helpful and attentive. She was also the talking menu, running through the options, using a splash of superlatives to make everything sound thoroughly mouthwatering without making you want to tell her to belt up.

The problem, however, is that in your pursuit of trying three separate dishes, you can end up with a bizarre clash of flavours and tastes.

For starters, the jarring was not so obvious. The mushroom toast – a favourite of Salt Marsh from its past

incarnation, was a little lack-lustre, but the smoked haddock in batter was truly divine – the fish light and moist within a crispy shell. The king prawns with garlic-and-white-wine sauce were a greasy-fingered treat, too.

The main course, however, was a trifle more tricky to navigate. From a tight menu we opted for the bream, lamb chops and Spanish spring rolls. An odd mix, I grant you, but we will not be the first, or indeed the last, to go for variety over convention.

Individually, the dishes were tasty. Combined, and served with a good selection of vegetable side-dishes, they

proved nigh-on impossible bedfellows. We shouldered much of the blame, but still, if you expect sharing, the dishes need to all have some synergy surely?

The sheer size of the dishes deterred us from dessert. Yet for £58 in total, which included an £18 bottle of the recommended Piquet De Pinet, it proved tremendous value.

Salt Marsh's crown may have slipped, but it's still very much a contender.

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Energy efficiency will reduce costs

I was interested in Roger Arnold's letter (KoS 12.01) about energy.

It would seem logical to try to be much more energy efficient and to reduce the demand since this would be much more cost-effective than increasing supplies.

There are alternatives to the big six suppliers.

It would be helpful if large-scale users including government departments and local authorities, as well as supermarkets and housing associations etc, could be persuaded to do that since there are economies of scale.

More cavity insulation and better loft insulation would also help to reduce demand and is obviously cheaper if done on a large-scale basis.

I believe that some local authorities are trying to produce their own electricity rather than relying on the inefficient, profiteering big six; perhaps we should be looking at that in Kent as well?

David Spurling, Sittingbourne

Call for unusual animals for show

THE Lord Whisky Sanctuary Fund is looking for unusual animals that won't get stressed to come to its Fur, Feather & Exotic Exhibition & Craft Fair on Saturday, February 22, in Boughton-under-Blean.

They must be accompanied by an experienced keeper, with information sheets provided on their care and origin.

No sales of animals can be made on the day; the exhibition is purely a chance to show people the wonderful animals they may not normally have the chance to meet, and for anyone who is considering taking on an unusual pet, a chance to learn more about them and their specific needs.

The event is open to the public from 10am to 4pm. If you have an animal you would be willing to exhibit, please call the sanctuary on 01303 862622.

Margaret G Todd MBE, Stelling Minnis

Department store needed for future

I am concerned about the proposed redevelopment of Tonbridge involves the loss of Beale's department store.

While I note the proposal to replace, on another site, the sports and leisure facilities of the Angel

LETTER OF THE WEEK



Cutting speed limits adds to journey time

THE article in last weekend's KoS about Jasper Gerard, the prospective Lib Dem parliamentary candidate, on Kent's transport problems was certainly written in the 'populist' theme and has nothing to do whatsoever with his party's anti-car transport policies.

Recently, the Government has announced that large sections of our motorway system is going to have reduced speed limits, using pollution levels as an excuse.

Maidstone Lib Dems for nearly a decade have been proposing this for the M20 and welcomed the installation of the variable speed limit cameras.

He states that he wants to "speed up travel for commuters and shoppers", yet his party fully supports widespread 20mph speed limits. How does continu-

ous downgrading of speed limits make for shorter journey times? We have all been 'stuck' behind a 20mph farm tractor and witnessed the congestion caused.

Such low speed limits just encourages more lower limits elsewhere, so journey times will get longer year on year, as more totally unnecessary limits are imposed on the limited road network, which we should be using to our best advantage.

He says he wants cleaner air, but vehicle emission equipment only works properly when it is fully hot, so starting your journey into slow moving traffic is the worst possible environmental scenario. Yet Lib Dem policy is opposed to free flowing roads.

Terry Hudson, Alliance of British Drivers

Centre, there is no corresponding plan for a replacement department store. Without such a replacement, the redevelopment proposals will not regenerate Tonbridge town centre, but rather will have precisely the opposite effect.

The experience of Sevenoaks shows clearly the likely effect of the loss of a department store.

Until the middle of the 1970s, Sevenoaks had its own department store (Young's) albeit split between three different sites. When it closed, the whole of Sevenoaks suffered and the town centre became run down.

Now we are about to get our new Marks and Spencer, so this will revive the fortunes of Sevenoaks.

Tonbridge must have a replace-

ment for Beale's, or else Tonbridge will suffer the same fate as Sevenoaks in the 1970s. This must not be allowed to happen.

John Humphrey, Sevenoaks

Look to Europe for clean-up funds

MANY people have quite rightly been asking questions about how we will fund the clean-up after the recent floods across the area.

I think Europe has an answer. A fund, with a budget of up to £414 million for this year, was set up to provide financial assistance to EU countries struck by major national disasters.

When the 2007 floods hit, the UK was granted £134 million from the fund to help with the clean-up.

I am becoming increasingly concerned that environment secretary, Owen Paterson, is ignoring calls to apply for the funding as he would rather keep a positive EU story such as this out of the press.

There has been speculation that we do not qualify for the funds available but, as far as I am aware, the requirements are the same as in 2007 and it seems to me we would meet them once again.

We have a very small window of just 10 weeks for the UK government to apply. We simply cannot afford to let Tory party political motivations stand between us and vital funds.

Dr Alan Bullion, Tunbridge Wells

Act now to save rural heritage

RECENT flooding underlines how Maidstone and its villages, including Yalding, Marden and Bearsted, will struggle to accommodate the tsunami of development triggered by Maidstone council's self-inflicted planning policy vacuum, growth-at-any cost dogma and inflated 'housing need' calculation.

Now we learn the council's failure to publish an up-to-date Local Plan could see our borough forced to accommodate a staggering 19,600 extra houses by 2031.

Incredibly, the only rigorously researched housing figure we had seen previously was 8,200 in the Kent County Structure Plan.

Alarming, the council's crudely conceived 'call for sites' exercise resulted in 90 per cent of proposed sites being 'green field', while agreed environmental safeguards are stripped from its evolving Local Plan.

However, we will not roll over and see our borough's irreplaceable rural heritage devastated. Instead, we invite the leader of Maidstone Borough Council, and our two MPs, to join a cross-party Maidstone delegation to the Department of Communities and Local Government.

We want to agree a way forward with the secretary of state, Eric Pickles, to allow us to wrest back democratic control over our borough's future.

We also wish to convey the unfairness of making the people, landscape and wildlife of Maidstone borough pay for a local political failure to adopt a Local Plan.

We now need to rise above petty bickering and act together to save our beautiful countryside and deliver truly sustainable new development – before it is too late.

Jasper Gerard, Maidstone Lib Dem

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- 2) Be fair, accurate and balanced.
- 3) Be written in clear, concise English.
- 4) Not be overly sensational.
- 5) Have a sense of humour.
- 6) Have an easily understood division between

news, comment and advertising.

- 7) Seek to celebrate as well as constructively criticise.
- 8) Highlight topical issues of concern to people living in the county.
- 9) Spotlight individual cases which raise broader concerns.
- 10) Champion causes that it feels are important to the well-being of the county and its people.



Sunset at Lullingstone

by **Rita Keatley**
from Canterbury

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Arts and culture to the fore to boost economy

Partnership of visitor attractions and tourism groups wins funding to increase numbers coming to the county by five per cent over three years. **Joe Bill** reports



THE cream of the county's tourism and culture sectors have come together to secure more than £300,000 to help further boost visitor numbers.

It is hoped the funding injection will see numbers swell by a further five per cent over the next three years.

A consortium led by Visit Kent, which champions tourism in the county, and Margate's Turner Contemporary art gallery, successfully bid for a share of a £3 million 'Cultural Destinations' fund created by Arts Council England (ACE).

Tourism in Kent is worth an estimated £3.4 billion to the economy and some 64,000 jobs.

The Cultural Destinations scheme is a three-year project put together by ACE and VisitEngland – the country's tourism champion – to help arts and cultural organisations increase their reach outside their local areas by working more closely with the tourism sector.

More than 20 Kent-based organisations, including Kent County Council, Canterbury Museums, English Heritage and the University of the Creative Arts, say they are attempting to "deliver an ambitious programme that aims to increase the Kent tourism market by five per cent over the next three years".

Turner Contemporary director



ATTRACTIONS: Consortium members, clockwise from above, Swanscombe's planned Paramount Park, Canterbury's Marlowe Theatre and Margate's Turner Contemporary, all aim to help boost tourist traffic

Victoria Pomery said: "Over the past few years Kent has seen vital investment in high-profile cultural venues, including Turner Contemporary in Margate, the Marlowe Theatre in Canterbury, Quarterhouse in Folkestone and in international festivals at Folkestone, Whitstable and Canterbury. But beyond these there are hundreds of smaller

organisations and practitioners delivering cultural experiences for residents and visitors.

"This project is about recognising all the brilliant, creative work going on across Kent and putting it at the heart of the county's tourism. There is so much culture to celebrate in Kent and this funding support will help immeasurably."

A report produced by Visit Kent in 2013 revealed the number of visitors to the county during the past five years has risen by nine per cent showing the vital nature of the

“ This project is about recognising all the brilliant, creative work going on across Kent and putting it at the heart of the county's tourism ”

tourist trade to local businesses.

While Turner Contemporary has already celebrated its millionth visitor, the county's tourism attractions are getting increasingly sophisticated in attracting crowds – and using the likes of the internet to reach outside traditional borders.

Since it opened in 2011, the Turner has become a catalyst for a tourism revival in Margate and a honey-pot to daytrippers from London.

As a consequence, it has given Kent a top quality calling card from which it is hoped it can attract more visitors to the myriad of other attractions the county boasts.

Continued on page 52 »

If you have a business story, we would like to hear from you. Telephone on **01303 817100** or email editorial@kosmedia.co.uk.

For more business visit www.businessforkent.co.uk

Training, courses & careers

Why not cash in on grant to study at a European university?

STUDENTS are being urged to consider studying for a year at a European university or foreign work placement in order to benefit from EU funding opportunities.

The call comes a week after the deadline for UCAS applications for university places closed.

It comes from south east Labour MEP candidates Anneliese Dodds and John Howarth who are highlighting the Erasmus scheme, which provides funding for 12 months at a European uni or work placement abroad.

They say few students from the south east take up the opportunities offered by Erasmus, with twice as many students from Germany,

Spain and France signing up to the scheme than those in the UK.

Organisations such as schools and colleges can bid for funding to enable and encourage students to study overseas in exchanges, to develop joint projects to spread best practice and to develop more productive relationships with business.

John Howarth said, "The European Union has funds to enable colleges to run projects that build international links within the EU.

"I want colleges in south east England to take advantage of these funds, make bids and build links and I especially want to encourage projects that explore new ways of



FLY THE FLAG: EU funding is available to study for a year in Europe

working more closely with local business.

UK students who sign up receive a non-repayable Erasmus grant from the European Commission and can have much of their UK tuition fee waived, while not having to pay fees at the foreign university where they are based.

Anneliese Dodds said: "As

someone who works in higher education, I know that relatively few students are aware of the Erasmus scheme and therefore are missing out on a valuable opportunity."

For more information and how to apply see the British Council website: www.britishcouncil.org/erasmus-funding

Expert advice for business students

AWARD-winning entrepreneur, life coach and author Onyi Anyado made a special visit to address students at East Kent College's Peter Jones Enterprise Academy last week.

He delivered an inspirational lecture on how to achieve their goals and develop business ventures.

Head of enterprise at the college, Victoria Copp-Crawley, said: "This has been an incredible opportunity for our learners to meet such an inspirational leader."

Careers event to inspire at Detling

STUDENTS will get the chance to explore career opportunities at a special event taking place in March.

Kentchoices Live is billed as the top careers event of the year and takes place at the Kent Showground in Detling on March 26 and 27. The Wednesday will be open for school visits, with the event open to the public on the Thursday.

» What is your business doing to help our young people? If you have a good-news story, email editorial@kosmedia.co.uk or call **01303 817100**.

Hot-desking hub for modern-day workers

A NEW business space offering hot desks and shared offices for sole traders, start-ups and remote workers has opened in Maidstone.

Union23 Co-working offers small businesses the use of office facilities without having to make a permanent move to the property.

Co-founder Jonnie Jensen believes that large

offices and wasted space is history, with the amount of flexible spaces available in the UK increasing by 271 per cent in the past two years.

He said: "Gone are the days of businesses taking two floors of an office block for 300 people. We can now start a company with just a laptop, an idea and a high-speed internet connection."



CULTURAL HUB: The Quarterhouse in Folkestone is one of several new high-profile venues

Join Kent's best kept secret

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Microsoft IT Academy (newly awarded Centre of Excellence status) - Those keen to keep up-to-date with technology can take advantage of our Microsoft Academy which offers a range of fully-accredited technical and Microsoft Office programmes from our dedicated IT suites.

JobShop - The JobShop provides free recruitment solutions by advertising job vacancies to existing students who have achieved the required criteria within our Employability Passport Scheme.

Apprenticeships - Business Services deliver a wide range of apprenticeship programmes, giving employers the support they need to train the skilled workforce of the future.

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Oakwood Park, Tonbridge Road
Maidstone, Kent ME16 8AG

« Continued from page 51

Arts Council England's south east area director Hedley Swain said: "We are delighted the Kent consortium is one of the 10 successful bids to the Cultural Destinations programme.

"Through this partnership, they can expand on their current offer and ensure arts and culture become an intrinsic part of the wider tourism offer in Kent, boosting the local economy. We look forward to seeing the project flourish."

A scheme to build a theme park - which includes a licensing deal with Hollywood movie studio Paramount to use some of its biggest names for rides and attractions - on disused land in Swanscombe continues to seek and secure the funding necessary to get it off the ground.

Situated close to Ebbsfleet International station, it is hoped the park - which it is claimed will bring £2bn of investment and 27,000 jobs to the area - will be a draw for an audience from across northern Europe as well as the UK.

It is expected to be on a similar scale to Disneyland Paris and have the same ability to lure international travellers. One of its main facili-

ties is set to be a large indoor arena, suitable for hosting events similar in size and scale to the O2 Arena in Greenwich.

The O2 has proved one of the great success stories in the entertainment world, with a steady diet of the biggest names in showbusiness, sport and the arts delivering huge crowds and having enormous beneficial knock-on effects to hotels and other businesses in the area.

VisitEngland strongly believes that bringing the tourism and culture sectors closer together will eventually bring the two onto a level playing field giving them "equal status as key drivers for tourism by 2016".

Strategy and development director Louise Stewart added: "We believe closer working between the two sectors at the local level will improve the visitor offer and this will create economic benefits for local areas as we have seen in the many excellent proposals to the programme from destinations right across England."

The Government has said that though a lot smaller than the tourism trade, the arts and cultural sector is contributing significantly to England's visitor economy with an estimated £856m being spent by tourists visiting the UK.

Partnerships can break down so sign 'pre-nup' to avoid problems

Craig Bowers, specialist in company structures and commercial law at Kings Hill-based Vertex Law, examines how owners can protect their firms in the event of a business relationship breaking down...

IT CAN be great to start a business with a partner, balancing complementary skills as you develop a shared vision.

But such teamwork will not necessarily last. Whether it is down to ego, money, disputes over business strategy or simply a failure to communicate, the break up of a business can be as painful as a messy divorce.

The emotions generated can often obscure commercial realities and bring about the destruction of the business with the result that everyone loses.

One of the most sensible legal precautions is to put a shareholders' or partnership agreement in place when times are good.

This is a bit like a pre-nup for business. No-one likes to think about the worst-case scenario, especially during the excitement of the start-up phase, but agreeing an exit plan should be part of your earliest discussions.

This agreement will not cover all eventualities but it will, at least, provide a solid platform for negotiations and should include mechanisms to allow the partners to either walk away or buy the other out at a fair price. It should also include provisions to help protect the business, for instance preventing the leaving partner from poaching staff or suppliers, or setting up a competing business.

Ideally, try to avoid a 50-50 partnership as there is a risk of deadlock and so dispute.



BE PREPARED: Craig Bowers says sign a partnership agreement

Ensure, if possible, that one person has a majority stake and can call the shots when required or that one person (which may be a third party or

non-executive director) has a casting or swing vote.

If it has to be a 50-50 partnership, make sure there are express provisions to deal with a deadlock.

It is also important you are as reasonable as possible. Don't let pride get in the way of your negotiations. Think about the best way to end the partnership to benefit the business going forward and the value that can be extracted.

And remember, the longer the dispute continues the more likely it is it will affect staff, eventually impacting on customers.

You also need to be realistic about what the business is worth. Most disputes are resolved through a company buyback of shares or the sale by an outgoing partner of their share – valuing the business correctly is vital. If you can't agree a price, turn quickly to your accountants.

There may also be issues around valuing 'sweat equity' against cash investment, in which case you may need expert advice.

The aim in any break-up must be to protect value and enable the business to continue as a going concern. It starts with drawing up a shareholders' or partnership agreement at an early stage, then locking it away and hoping you never have to use it.

■ **Craig Bowers is from the commercial team at Kings Hill-based Vertex Law, part of Cripps Harries Hall LLP.**



AIRSHOW SPONSORS FLYING AS HIGH AS A HAWK

ORGANISERS of the Folkestone Airshow have been celebrating securing a deal with a financial advisory group to come on board as corporate sponsors.

The hugely popular event was scrapped last summer after no financial backing was found.

Organisers are hoping some 100,000 people will watch the display when it returns over the weekend of June 7 and 8.

The financial shot in the arm this month came courtesy of Investaco, which is based at the Discovery Park in Sandwich.

As a result of the deal, organisers were able to secure a display from an RAF Hawk as part of a new scheme which allows sponsors to choose an aircraft.

Folkestone Airshow project manager Yvonne Holder said: "This is a splendid start to our sponsorship campaign. Several other businesses have expressed interest in joining the scheme which enables us to hire a particular aircraft or flying display in return for promoting their products or services via our website, video, social media marketing activities, posters, banners and in the official programme. "We are delighted that Investaco has

trailed the sponsorship way of supporting Kent's great free airshow."

The airshow had returned to the town in 2012 after an absence of nine years.

It had once been one of the highlights on the south east aviation calendar, attracting audiences from across the region and northern Europe.

Now local businesses are stepping up to help ensure its future. Airshow marketing manager

Maddison Broom said: "Customers of The Chambers raised more than £280 at their boxing night quiz - nearly 10 per cent of the amount necessary to put a Tornado into the air."

Organised by Open Air Promotions Ltd, the airshow will include flying displays as well as ground activities and entertainment on the Leas and in the harbour area.

Investaco marketing manager Annabel Clarke added: "This is a great family event and we are proud to be involved."

For details of sponsorship packages, call 01303 246925, e-mail info@openairpromotions.co.uk or visit the Fly Folkestone information office at 67 The Old High Street, Folkestone, CT20 1RN.



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UNFORGETTABLE SWINGING 60s PARTY

£10pp DEPOSIT

£129pp - 3 nights half board plus - Friday 28 March, 2014



Quote SS3-KOS

The Fourmost **The Ivy League** **Edison Lighthouse**
Union Gap **The Outflank** **Free Drink**

We've lined up some brilliant original 60s bands for our Unforgettable Swinging 60s Party at Pontins Pakefield. This great seaside venue near Lowestoft, Suffolk, will feature non-stop fun and nostalgia for our spring party. You'll also enjoy 3 free drinks per person per night.

INCLUDED: 3 free drinks per person every night - house beers & spirits, wine by the glass, pumped soft drinks & mixers.
● Full entertainment programme
● 3 nights en-suite chalet - upgrades available
● 3 breakfasts & 3 dinners



"Outstanding - Brilliant - Faultless" - what our clients said

Las Vegas Legends Seaside Party October, 2013

"Just returned from Rat Pack weekend at Pakefield with a group of friends. I cannot believe the OUTSTANDING commitment to client care and entertainment from the GN Holidays staff. The weekend was made by all your staff, especially Hayley. They worked so well with the Pontins staff and made us feel so very welcome and a sense of fun every time we stepped out of the chalet. It was the best weekend I've had for a long time so passing on thanks. They did over and above what was expected of them. Hayley was ready to help with anything (within reason of course), and goes beyond the call of duty to ensure clients are happy and have a good time."

"Please also pass on to Pontins staff, especially Harry and Matthew, they are so very entertaining."

"All the above staff should be promoted immediately (and no I haven't been paid to say all this...honestly) !!!

"One VERY VERY VERY happy guest who will DEFINITELY be returning again."

"Thank you again, so very much."

Lorraine Wilkinson

Swinging 60s Seaside Party - March, 2013

"We have just returned from 60s weekend break at Pontins, Pakefield (3 couples). We had an excellent time and couldn't fault anything. We had great fun at the quizzes with Maria and the entertainment was brilliant. The break far exceeded our expectations."

"Thank you so much."

Barbara Freeman

SUMMER LUVIN SEASIDE PARTY

£10pp DEPOSIT

£129pp - 3 nights half board plus - Friday 27 June, 2014



Quote SP6-KOS

Grease **Dirty Dancing**
Mamma Mia **Free Drinks**

Summer Dreaming Interactive Extravaganza

Our Summer Luv Seaside Party has everything you need for a great party - a great location - great entertainment - great music - great food - free drinks - the complete package. Music from Grease, Mamma Mia and Dirty Dancing plus an all-singing all-dancing entertainment extravaganza.

INCLUDED: 3 Free drinks every night - house beers & spirits, wine by the glass, pumped soft drinks & mixers
● Full entertainment programme
● 3 nights en-suite chalet - upgrades available
● 3 breakfasts & 3 dinners



SUPER 70s CHRISTMAS PARTY

£10pp DEPOSIT

£129pp - 3 nights half board plus - Friday 21 November, 2014



Quote MS11-KOS

Alvin Stardust
More acts tbc

Abba Christmas Party
Free Drink

Chart-topping leather-clad 70s rocker Alvin Stardust tops the bill for our Super 70s Christmas Party. Ronnie Wood described Alvin as 'the Godfather of British Rock and Roll'. And he's still giving it his all after a five-decade career. There's plenty of support for our star rocker with an Abba Christmas Party and more acts yet to be confirmed. To help the party go with a swing we've

included some free drinks every night.
INCLUDED: 3 Free drinks every night - house beers & spirits, wine by the glass, pumped soft drinks & mixers
● Full entertainment programme
● 3 nights en-suite chalet - upgrades available
● 3 breakfasts & 3 dinners

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Warner Norton Grange
Isle of Wight

FREE DRINKS
6pm to Midnight
every night

The Fourmost

Little Miss Sixties



Quote SS11-KOS



Great Entertainment, Free Drinks, Free Car Ferry and a super location make Warner's Norton Grange resort, on the Isle of Wight, our most popular Christmas Party venue ever.

INCLUDED: Free Bar from 6pm to midnight every evening for house beers & spirits, wine by the glass, pumped soft drinks & mixers
● Entertainment
● 3 dinners & 3 breakfasts
● 3 nights en-suite chalet - upgrades available
● Car ferry crossing

MAMMA MIA & SUPER 70s CARRY ON NEW YEAR PARTY

£10pp DEPOSIT

£229pp - 3 nights semi-all-inclusive - Friday 9 January, 2015

Warner Bembridge Hotel
Isle of Wight

FREE DRINKS
6pm to Midnight
every night

70s TRIBUTE ACT - TBC

MAMMA MIA THE MOVIE

ABBA Tribute Band



Quote BE1-KOS

Our private party extends the New Year festivities and takes us on a trip down memory lane at our favourite Warner hotel. Enjoy a gala New Year's Eve party with countdown to midnight and great entertainment.

INCLUDED: Free Bar from 6pm to midnight every night for house beers & spirits, wine by the glass, pumped soft drinks & mixers
● Entertainment
● 3 dinners & 3 breakfasts
● 3 nights en-suite CHALET - hotel upgrades available with rooms in main building from £259pp
● Car ferry crossing



Come Dancing Party
If you're a dance fan who enjoys ballroom and latin dancing you'll love our popular Come Dancing Party, running alongside the Carry On New Year Party - add dance tuition & Gala Ball, a huge dance floor with reserved table & seating and much more for just £50pp extra

By Steve Loader
editorial@kosmedia.co.uk

Citroën Grand C4 Picasso

Price:	from £19,200
Driving appeal:	★★★★
Image:	★★★★
Space:	★★★★★
Value:	★★★★★
Running costs:	★★★★★
How green?:	★★★★★
Best rival:	Peugeot 5008

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MASTERPIECE: The new Grand C4 Picasso features a stylish new body, a longer wheelbase giving more space and a twin-screen dashboard

Picasso draws attention

CITROËN defined the art of the MPV with its now-familiar Picasso sub-brand and the new five-seat C4 model made an impressive debut, quickly scooping several awards. It comes as no surprise that its newly-launched seven-seat Grand C4 Picasso sister (from £19,200) is another masterpiece.

With styling more closely related to the five-seater than was the case with the previous-generation C4 Picassos, it is also more elegant than before – no mean feat within the constraints of an MPV monocab or four-wheel box format.

Indeed, there are elements that wouldn't look out of place on Citroën's other sub-brand, the upmarket DS range.

As with the five-seater, the most striking part is the wraparound front end – with shades of Robocop's visor – but there's visual trickery carried over from the five-seater, such as the big windscreen disappearing into, and seeming to lower, the roof, while side creases also squeeze some height from the car's profile.

But if you're not swayed by the Grand C4 Picasso's looks, be impressed by this: CO₂ emissions have fallen by about 30g/km overall, and an eco-friendly Airdream (98g/km) version of this seven-seater escapes road tax and has an official combined-cycle fuel consumption figure of 74.3mpg – better than most superminis.

Citroën continues to dominate the MPV market with a blend of style and substance, exemplified by this flagship Picasso model

That has been helped by the car's all-new platform, allowing 110 kilos – equivalent to 1.5 adult passengers – to be shaved from the car's weight, compared with its predecessor and no doubt aiding this capacious MPV to corner without heeling like a galleon.

The new car is virtually the same length as before (4.59m), but the wheelbase is now 2.84m – the longest in class – leading the French marque to claim the best cabin space in rows two and three.

Citroën says this extra length between front and rear wheels has also boosted access to all five rear seats through large rear doors.

There is an extra 56 litres of boot space with both individual flat-folding row-three seats stowed away: this allows 632 litres of luggage space, or up to 793 litres if second-

row seats are set in their most forward position.

Total load space with both rows of rear seats flat rises to a van-like 2,181 litres, while extra-long loads of up to 2.75 metres can be accommodated if the front passenger seat is folded flat.

Cabin quality has jumped above that of the previous car, again showing some DS influence.

The glassy interior's space and airiness is enhanced by a minimalist dashboard concentrated into two central displays: a touchscreen for infotainment and climate and a widescreen for primary gauges, though the array of steering-wheel buttons means you don't need to stretch far to make adjustments.

However, as with the five-seater tested a few weeks ago, I dislike the centralised main screen. It appears to be penny-pinching to cater for both right- and left-hand-drive markets and against the increasingly common practice of placing speedo readings dead ahead, often with a head-up windscreen display.

As with the five-seater, the high windscreen makes you feel like a pilot and, if the sun should intrude, sturdy shutters plus sun-visors can be pulled down independently over each side of the glass.

As ever with a Citroën, a good range of petrol and diesel engines is offered, though users likely to fully use the car's huge capacity really should opt for a diesel.

Other view...

the Petrolhead

As vans go, this doesn't look bad, but you still wouldn't see me driving one – I would rather buy a sexy estate model.

the Woman Driver

If I needed seven seats, then this would be on my short-list. It looks both funky and elegant and, as Citroën says, 'chic'.

the Eco-warrior

I think you really have to need seven seats to justify a barge like this, but the Airdream model's figures are impressive.

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CRÉATIVE TECHNOLOGIE



Model shown: New Grand C4 Picasso e-HDi 115 Airdream 6-speed manual Exclusive+ Elect 4 rentals require an initial rental of £6209 followed by 46 monthly rentals of £339 and an optional final rental of £7744. *Prices & offers apply to retail sales of qualifying Citroën models ordered & delivered 01/01/31/03/14 & include VAT, delivery to dealer & number plates. Government Registration Fee & 12 months' graduated vehicle excise duty. Black/metallic/pearlescent paint optional at extra cost. From price shown: New Citroën Grand C4 Picasso e-HDi 90 Airdream ETG6 VTR+. Elect 4 Personal Lease requires an advance rental of £4605 followed by 46 monthly rentals & an optional final rental of £6963. Excess mileage charges may apply if the agreed annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) & requires an annual rental equivalent to one month's rental. Finance subject to status. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey, RH1 1QA, UK. Over 18s only. A guarantee may be required. Offers, prices & specification correct at time of going to press from participating Dealers. Terms & conditions apply. Please ask us for details. Subject to stock availability. Finance offers apply to UK only.

Official Government fuel consumption figures (Range): Urban cycle, Extra urban, Combined (litres per 100km/mpg) & CO₂ emissions (g/km): Highest: New Citroën Grand C4 Picasso VTi 120 manual VTR 8.5/33.2, 4.9/57.6, 6.3/44.8, 145. Lowest: New Citroën Grand C4 Picasso e-HDi 90 Airdream ETG6 VTR 4.2/67.3, 3.5/80.7, 3.8/74.3, 98. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.



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New C3 1.4 VTi 16V VTR+ 5 door	Grey	23,648	BT10 TNZ	£6,000
C4 Grand Picasso Estate 1.6 HDi 16V VTR+ 5 door	Grey	47,579	EJ57 LOA	£6,300
C1 1.0i VTR 3 door [AC]	Black	17,861	LD61 SMX	£6,395
C1 1.0i VTR 5dr [AC]	Red	11,180	BG61 CFU	£6,495
C4 1.6i 16V VTi SX 5 door Automatic	Silver	19,968	GF09 JYE	£6,795
New C3 1.4i VTR+ 5 door	Black	27,471	RK61 XHD	£7,495
C4 Grand Picasso Estate 2.0HDi 16V Exclusive 5 door EGS	Beige	38,850	GJ58 VUK	£7,995
C1 1.0i VTR 5 door	Grey	400	GN63 JVL	£8,295
New C3 1.6 VTi 16V exclusive 5 door Automatic	Blue	4,868	WJ61 ENX	£8,500
New C3 1.4 HDi VTR+ 5 door	Silver	6,457	GL62 HPY	£8,995
Nemo Van 1.3 HDi Enterprise [non start/stop]	White	4,000	GN63 JVA	£9,200
C4 Picasso Estate 1.6 HDi VTR+ 5 door EGS6	Silver	45,483	GF60 FZN	£9,295
C4 Grand Picasso Estate 1.6 HDi 16V Exclusive 5 door EGS	Blue	41,100	CP10 XDU	£9,300
C4 Grand Picasso estate 1.6 HDi 16V VTR plus 5 door EGS	Red	29,512	EK60 GVZ	£9,695
Berlingo Van 1.6 HDi 625Kg Enterprise 75ps L1	Silver	5,000	GF13 WBW	£9,900
C1 hatchback 1.0i VTR+ 5 door EGS	-	50	GJ63 UHY	£9,995
New C4 Hatchback 1.6 HDi VTR+ 5 door	Silver	17,464	LV61 UPD	£9,995
C3 Picasso Estate 1.6 HDi 8V VTR+ 5 door	Grey	10,090	LG62 WMP	£10,295

MODEL	COLOUR	MILEAGE	REG.	PRICE
C3 Picasso Estate 1.6 HDi 8V VTR+ 5 door	Silver	11,834	LG62 WNE	£10,295
C3 Picasso Estate 1.6 HDi 8V VTR+ 5 door	Blue	10,000	GN13 UAW	£10,495
C3 Picasso Estate 1.6 HDi 8V Exclusive 5dr	Beige	12,542	YX62 XPZ	£10,895
New C3 1.4 HDi VTR+ 5 door	Silver	5,000	GJ13 NBK	£10,995
New C4 1.6 HDi VTR+ 5 door	Grey	6,534	GJ13 NBX	£11,995
Ds3 1.6 e-HDi Airdream D Style Plus 3 door	White	24,786	VN61 OUU	£12,200
Ds3 1.6 e-HDi Airdream D Style Plus 3 door	-	18,758	HV61 OWZ	£12,395
Ds3 1.6 VTi 16V D Style Plus 3 door	Blue	5,365	PJ62 OPM	£12,495
New C3 1.4 e-HDi Airdream VTR+ 5 door EGS	Blue	2,500	GN63 JWG	£12,495
Ds3 1.6 THP 16V D Sport 3 door Special Edition	Red	95,86	KR13 ZZV	£12,500
Ds4 1.6 HDi D Style 5 door	Blue	11,050	KS62 SSV	£12,500
Ds3 1.6 VTi 16V D Style 3 door	Grey/White	1,567	KP13 TNU	£12,795
Ds3 1.6 e-HDi Airdream D Style Plus 3 door	White	14,208	LD12 BGK	£12,795
New C4 1.6 HDi [115] VTR+ 5 door	White	4345	GF13 FMY	£12,995
Berlingo Multispace Estate 1.6 HDi 90 XTR 5 door	-	500	GJ63 UHS	£13,995
Ds3 1.6 e-HDi Airdream D Style 3 door	Red	6,000	GK63 CNN	£14,995
Ds3 1.6 e-HDi 110 Airdream D Sport 3 door	Yellow	7,000	GN63 JVV	£17,995
Ds3 2.0 HDi D Style 5 door	Grey	5,000	GK63 CPE	£20,995

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The spirited off-roading ability of this front-wheel-drive-only junior MPV proves that sometimes you can take marketing speak seriously, writes **Steve Loader**

SHINE ON: Fiat's 500L Trekking impressed off-road despite being a front-wheel-drive



Trekking does what it says

BY calling its new baby MPV the 500L, Fiat implied that it was a stretched version of its 500 retro-style supermini.

But the real stretch was in the imaginations of anyone who could find any resemblance between either car when the 500L arrived in 2012.

So I wondered if mind-altering substances had been at work again when Fiat launched a flagship 500L Trekking variant last year, offering limited 4x4-style off-roading – with two-wheel-drive.

Yeah, yeah, I thought, especially when Fiat's launch event was unlucky enough to be held during that increasingly rare thing, an August heatwave.

As ever, the 500L impressed with its capacious and funky cabin, but I struggled to put the Trekking under off-road pressure, short of launching into a course that could only be fair on a Land Rover.

Five months later, though, after weeks of winter rain turning gardens and fields into swamps, I found a site awash with a noxious slurry of mud and farmyard poo – the sort of terrain that would suck your wellies off if you tried to walk through it.

Having checked that I had a 4x4 standing by to hoik me out of the ****, I thought: "Right, Fiat, you've asked for this." Oh ye of little faith.

The Trekking not only waded through the grunge as if it wasn't there but also yomped up a decent gradient without hesitation or deviation.

As the similarly front-wheel-drive-only Peugeot 2008 did when I tested it on an icy ski slope, the Trekking questions the cost of buying and running a full 4x4 vehicle.

How does it do it? The Trekking has a smarter traction-control system on its front-driving wheels. Available at up to 18mph and transferring grip from right to left

Fiat 500L 1.6 Multijet 105 Trekking

Price:	£19,590
Driving appeal:	★★★
Image:	★★★★
Space:	★★★★★
Value:	★★★★★
Running costs:	★★★★★
Reliability:	★★★★
How green?:	★★★★
Road tax:	£105/year (£0 year one)
Best rival:	Mini Countryman

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front wheel according to which has most grip, this switchable Traction+ feature combines with special Mud & Snow tyres, a 10 per cent higher ride height and underbody shielding to give the car its special ability.

The Trekking package also brings chunky off-roader styling and Fiat's City Brake Control feature as standard: this brakes automatically between 3mph and 19mph if it calculates a frontal collision is inevitable, avoiding classics like the car-park ding or when checking right on filtering into traffic only to find that the car in front has braked rather than joined the flow as expected.

Better still, a 500L Trekking (from £17,095) will set you back just £700



more than an equivalent high-spec 500L Lounge, and far less than specifying the 4x4 version of a small SUV.

You get all the roomy virtues of the standard 500L, too, which Fiat says has the best passenger volume index in its class (3.17 cubic metres).

That translates into good leg and headroom for five passengers plus a 400-litre boot – 50 better than a VW Golf – able to swallow a huge SUV-style baby-buggy plus attendant baby baggage.

Rear seats drop flat for 'van mode', while folding the front passenger's seat too accommodates items up to 2.4 metres long for DIY projects.

There are also 22 cabin

compartments holding everything from a phone to jumbo water bottles.

Despite its height, the Trekking keeps its composure on corners and standard kit includes air-con, five-inch infotainment touchscreen with Bluetooth, cruise-control, smart 17-inch alloys and rear parking sensors.

Trekking engine options are a 95bhp 1.4-litre version of Fiat's tried and tested FIRE petrol unit, the 105bhp 0.9-litre TwinAir petrol that can be sporty or thrifty depending on your driving style and Multijet diesels of 1.3 (85bhp) and 1.6 (105bhp) litres – we tested the higher-output diesel, which proved refined and frugal.

FirstGEAR

Motoring news



Rapid goes limited

SKODA has unveiled two even better-value limited-edition versions of the Rapid hatchback.

The blue or silver £12,990 Rapid SE Connect gets £3,665 worth of extras including 16-inch alloys, rear parking sensors and sat-nav with DAB digital radio.

The white £15,630 Rapid Sport (pictured) gets £1,250 of extras including 17-inch black alloys, sunset glass, front fogs, sports seats, steel pedals and a rear spoiler.



A best-ever debut

DACIA says 2013 might have been a turning point for the UK economy but Brits still looked to save cash, helping the Romanian-based Renault brand leap to more than 17,000 sales in its first year and a near-1 per cent market share – a record debut for the UK car market.

Driven by Dacia's "shockingly affordable" slogan, 96.7 per cent of sales went to private customers, with the Duster SUV (pictured, from £8,995) the favourite buy.



Fleet is expanding

COMPANY-CAR-DRIVERS have voted with their feet, according to Dartford-based Mazda UK, boosting the Japanese brand's fleet sales 84 per cent during the first nine months of the current financial year.

The company attributes the surge to the Mazda6 family model and CX-5 SUV (pictured) using advanced new Mazda Skyactiv emission-cutting and fuel-saving technologies.

The even more impressive Mazda3 family hatchback range has now joined them, too.

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FIAT 500L WITH 0% APR REPRESENTATIVE*



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Fiat, the car brand with the lowest average CO₂ emissions in Europe[^]. Fuel consumption figures for the Fiat 500L range in mpg (l/100km): Urban 33.6 (8.4) – 62.8 (4.5); Extra Urban 53.3 (5.3) – 76.3 (3.7); Combined 44.1 (6.4) – 70.6 (4.0). CO₂ emissions 149 – 105 g/km. Fuel consumption and CO₂ figures based on standard EU tests for comparative purposes and may not reflect real driving results. Always ensure your view is not obstructed when driving. *Fiat 500L boot space is based on rear seats pulled forward. *Representative 0% APR available for Fiat 500L with a minimum deposit of 36% and a 3 year term. You have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded the agreed annual mileage and being in good condition. Terms & Conditions apply. Retail customers only. Not available in conjunction with any other offer. Offer subject to status. A guaranteed or indemnity may be required. Fiat Financial Services, PO Box 4465, Slough, Berkshire, SL1 0RW, 3rd January 2014 to March 2014 offer. Offer may be varied and withdrawn at any time. Subject to availability. [^]Source: JATO Dynamics. Based on volume-weighted average CO₂ emissions (g/km) of the best selling brands in Europe, full year 2012.

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Fiat, the car brand with the lowest average CO₂ emissions in Europe[^]. Fuel consumption figures for the Fiat 500L Trekking range in mpg (l/100km): Urban 33.6 (8.4) – 60.1 (4.7); Extra Urban 53.3 (5.3) – 74.3 (3.8); Combined 44.1 (6.4) – 67.3 (4.2). CO₂ emissions 149 – 109 g/km. Fuel consumption and CO₂ figures based on standard EU tests for comparative purposes and may not reflect real driving results. Vehicle shown is Fiat 500L Trekking 1.4 at £17,095 OTR with optional Bicolour paint at £850. *Business users only. Rentals based on Fiat 500L Trekking with either 1.4 and TwinAir petrol or 1.3 MultiJet diesel engine excluding Bicolour paint at £850 OTR on Contract Hire payment profile of 3 rentals in advance (equivalent to £597) followed by 35 rentals of £199. All rentals exclude VAT and maintenance. Based on 10,000 miles per annum. Excess mileage charges apply. Vehicles must be registered with FGA Contracts before 31st March 2014. Offer subject to status, guarantee and/or indemnity may be required. FGA Contracts, 240 Bath Road, Slough, SL1 4DX. [^]Source: JATO Dynamics. Based on volume-weighted average CO₂ emissions (g/km) of the bestselling brands in Europe, full year 2012.

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 <div>Mercedes C220 (black) £20,000</div>	 <div>Mercedes E200 (brown) 84,346 miles £12,000</div>	 <div>Mercedes E350 (silver) 33,999 miles £19,888</div>	 <div>Mercedes A160 Se (green) 9178 miles £9500</div>	 <div>Mercedes E220 (black) 30,564 miles £21,500</div>	 <div>Mercedes E250 (red) 16,502 miles £25,000</div>	 <div>Mercedes E220 (black) 1721 miles £34,500</div>	 <div>Mercedes R320 (black) 70,084 miles £12,998</div>

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Official Government fuel consumption figures (Range): Urban cycle, Extra urban, Combined (litres per 100km/mpg) & CO₂ emissions (g/km); Highest: New Citroën Grand C4 Picasso VTi 120 manual VTR 8.5/33.2, 4.9/57.6, 6.3/44.8, 145. Lowest: New Citroën Grand C4 Picasso e-HDi 90 Airdream ETG6 VTR 4.2/67.3, 3.5/80.7, 3.8/74.3, 98. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

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Giulietta



*Model shown is Alfa Giulietta 1.4 TB 120 bhp Progression at £18,745 OTR[†] including Luna Pearl Metallic Paint at £510. Range of official fuel consumption figures for the Alfa Giulietta range: Urban 37.2 – 56.5 mpg (7.6 – 5.0 l/100km); Extra Urban 34.0 – 83.1 mpg (8.3 – 3.4 l/100km); Combined 44.1 – 70.6 mpg (6.4 – 4.0 l/100km). CO₂ emissions 148 – 104 g/km.

†Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption.

*£2,399 customer deposit, £5,523 optional final payment, 48 month contract. With Alfa Romeo Preferenza you have the option to return the vehicle and not pay the final payment, subject to the vehicle not having exceeded an agreed annual mileage (a charge of 6p per mile for exceeding 6,000 miles per annum in these examples) and being in good condition. Offers may be withdrawn or amended without prior notification. Offer subject to status, a guarantee and/or indemnity may be required. Terms and Conditions apply. Alfa Romeo Financial Services, PO Box 4465, Slough SL1 0RW.

^^£1,000 Alfa Romeo Deposit Contribution is available on PCP, HP and Cash only and is valid from 3 January – 31 March 2014 on selected Alfa Giulietta models. Participating dealers only. Retail sales only. Terms and Conditions apply and are subject to exclusions.

†On the road price includes 12 months' road fund licence, first vehicle registration fee, delivery, number plates and VAT. Figures and prices are correct at time of publishing.

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By Steve Loader

VAN registrations bounced back 13 per cent during 2013, which signed off with a bumper December showing a 32.5 per cent leap against the same month in 2012.

This is more than a sign of returning strength in the van market; this signals confidence and sustainable recovery in the UK economy as a whole, with vans oiling the cogs of British business, construction and manufacturing.

Through the depths of the downturn and despite piling on many miles, van-operators large and small had been wary of replacing ageing and tired vehicles until confidence had returned to the economy.

Of course, many were forced to buy when operating downtimes on older vehicles became unsustainable, or tatty vehicles began to harm their corporate image, but market-watchers are confident that the 2013 surge is founded on a sound upward trend.

The driving force, as ever, has been the big 2.5- to 3.5-tonne panel van sector, which rose 11.6 per cent last year and hogged 153,428 in an overall van and pick-up sector yielding 271,073 registrations.

But there were significant upturns for 2.0- to 2.5-tonne vans (27.7 per cent up with 39,613 registrations) and pick-ups (20.2 per cent up with 29,394 registrations).

Buoyant van sales say UK recovery is official



LOAD-LUGGERS: Renault's Trafic, above, is one of the most successful panel van designs around, while the Toyota Proace is turning up the van volume in the middle sector of the UK market

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Model shown: PROACE L1H1 1200kg 2.0D 128 DIN hp basic price £21,546.00 excluding VAT including on the road charges. Offer excludes metallic paint at £412.50 excluding VAT. *PROACE contract hire offer available to business users only. Available on new sales of model shown when ordered, registered and financed between 3rd December 2013 and 31st March 2014 through Toyota Financial Services. Advertised rental is based on a 4 year non maintained contract hire agreement on a PROACE 120 1.6 HDi H1 90hp at 10,000 miles per annum with an initial rental of £1,422+VAT. Excess mileage charges apply. Other finance offers are available but cannot be used in conjunction with this offer. Terms and conditions apply. Indemnities may be required. Finance subject to status to over 18s only. Toyota Centres are independent of Toyota Financial Services, Great Burgh, Burgh Heath, Epsom, Surrey KT18 5UZ. Subject to availability. PROACE Range. Official Fuel Consumption Figures in mpg (l/100km): Urban 34.4 (8.2) - 37.2 (7.6) Extra Urban 42.8 (6.6) - 48.7 (5.8) Combined 39.8 (7.1) - 44.1 (6.4). CO₂ Emissions 186g/km - 168g/km. The mpg figures quoted are sourced from official EU-regulated test results. These are provided for comparability purposes and may not reflect your actual driving experience.



KEEPING BUSINESS MOBILE: The Vauxhall Combo, left, is extremely versatile and when the going gets tough Peugeot's Partner ATV, right, can cope with whatever the elements can throw at it

LOAD-LUGGING boxes they may be, but vans have become increasingly sophisticated lately.

Operators have seen economy, efficiency and flexibility soar, while drivers have enjoyed better performance, refinement and safety.

Load capacities have also grown, varying from as little as three cubic metres for a car-derived courier van, right up to a 17 cubic-metre delivery van.

Access has improved, too. Many larger vans have low floors in the driving compartment for easy access and most come with a sliding side-door as standard to aid loading, with many buyers taking the option of a second 'slider'.

Van advances gather pace

There is now usually a choice of side-opening twin rear doors or a high-lift tailgate.

Another recent phenomenon is the 'Dualiner' that can seat five and still carry a decent cargo – ideal for companies needing to send a crew on the road plus all their gear, or the owner-operator who needs a vehicle to carry tools and kit on weekdays and the family at weekends.

It's not just vans themselves that are changing but the way they are

sold; with advantageous lease deals and buying plans, a new van offers the latest comfort levels and lower operating costs from hi-tech powertrains and will make you and new customers feel good about the business.

Emission-free electric vans like Renault's Kangoo ZE line-up are opening up a niche for operators delivering in towns, but diesels are the dominant power source, offering economy and range, good low-down

pulling power, extended service periods, lower maintenance costs and longer-lasting parts.

Six-speed manual gearboxes are the norm – two cogs better than just a few years ago – but urban operators are turning to automatic, semi-automatic or clutchless transmissions.

These can usually be driven with manual selection anyway but are ideal for stop-start urban conditions and can be as economical as a manual.

At the other extreme – hilly and rural areas where weather plays a big part in operations – vans like the Peugeot Partner ATV stake their claim with ingenious super traction control (Grip Control £700), allowing the front-wheel-drive vehicle to grip and manoeuvre like an all-wheel-drive model in tricky conditions.

When it's snowy and icy, it might be what you need to get those deliveries through to customers.

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FIORINO CARGO

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Fuel consumption figures for the Fiat Professional range in mpg (l/100km): Urban from 25.9 (10.9) – 64.2 (4.4); Extra Urban from 40.3 (7.0) – 97.4 (2.9); Combined from 33.6 (8.4) – 80.7 (3.5) CO₂ emissions 90 - 222 g/km. Fuel consumption and CO₂ figures based on standard EU tests for comparative purposes and may not reflect real driving results. *Rental shown based on Ducato Van 35 L3H2 2.3 130 MultiJet II on Contract Hire payment profile of 6 rentals in advance (initial rental). Rentals shown exclude extra cost options, VAT and maintenance. *Rental shown based on Doblo Cargo 1.3 90 MultiJet II on Contract Hire payment profile of 6 rentals in advance (initial rental). Rentals shown exclude extra cost options, VAT and maintenance. *Rental shown based on Fiorino Cargo 1.3 75 MultiJet II on Contract Hire payment profile of 6 rentals in advance (initial rental). Rentals shown exclude extra cost options, VAT and maintenance. *With the passenger seat folded down. Rentals are subject to VAT at statutory rate. Based on 10,000 miles per annum. Excess mileage charges apply. Vehicles must be registered with FGA Contracts before 31st March 2014. Offers subject to status. A guarantee or indemnity may be required. Offers correct at time of going to press (01/14) and may be varied or withdrawn at any time. Subject to availability. FGA Contracts, 240 Bath Road, Slough SL1 4DX.



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The official fuel consumption figures in mpg and CO2 emissions for the Bipper range are: Urban 32.1 – 60.1 (8.8 – 4.7), Extra Urban 47.9 – 76.3 (5.9 – 3.7), Combined 40.9 – 68.9 (6.9 – 4.1) and CO2 emissions 164 – 119 (g/km), for the Partner range are: Urban 47.1 – 55.4, Extra Urban 56.5 – 64.2, Combined 52.3 – 60.1 and CO2 emissions 140 – 123 (g/km), for the Expert range are: Urban 42.8 – 48.7 (6.6 – 5.8), Extra Urban 32.9 – 37.1 (8.6 – 7.6), Combined 39.2 – 44.1 (7.3 – 6.4) and CO2 emissions 189 – 168 (g/km).

*Rentals are subject to VAT and are payable monthly. Business Users Only. A guarantee may be required. Over 18's only. Written quotations from Peugeot Contract Hire, Quadrant House, Princess Way, Redhill, RH1 1QA. Offers apply to eligible vehicles supplied and registered from 31/03/2014 until such time they are withdrawn by Peugeot Motor Company PLC. Rentals are weekly equivalent. Rentals based on 10,000 miles per annum. Initial and financial rental payable. For full terms and conditions, please consult your Peugeot Dealer in the UK. Calls may be recorded for training purposes.

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1. 5 year/125,000 mile warranty (whichever comes first) is applicable to new Mitsubishi L200 retail and small business sales and selected Contract Hire agreements. 5 year/125,000 mile warranty excludes NI & Channel Islands. Terms and Conditions apply. Please see www.mitsubishi-cars.co.uk for more details. 2. L200 Warrior rental shown is for a manual transmission. Metallic paint extra. The Contract Hire Finance Plan shown is applicable to VAT Registered Business users only and is subject to status through Mitsubishi Contract Motoring (part of the official Mitsubishi Motors distribution in the UK). Watermoor, Cirencester, Glos. GL7 1LF. The rental is based on a repayment pattern of 12 rentals in advance, followed by 35 monthly in arrears, subject to VAT and based on an annual mileage of 10,000 miles and is non-maintained. Excess mileage will be charged for and indemnities may be required. Rental valid between 1st January and 31st March 2014 and is subject to change without notice, other terms and mileages are available upon request, available at participating dealers in the UK (excludes Channel Islands & L.O.M). Offer cannot be used in conjunction with any other offer. 3. Super Select 4WD system is only available on the Trojan, Warrior, Barbarian and Walkinshaw variants. 4. List price shown excludes VAT, VED and First Registration Fee and is for an L200 Single Cab 2.5 DI-D 4Work. Metallic paint extra. Vehicle shown is an L200 Warrior with optional accessories.



Step up Pick-up Truck Man!



THOUGH a relatively small part of the overall van market, pick-up trucks outperformed last year's boom in overall commercial vehicle sales by a soaring 20 per cent.

Part of their popularity are tax anomalies making them attractive to private users, but commercial operators see them as relatively cheap yet capacious recession-busters, available with two- or four-door cabs and, in the case of 4x4 models, able to go most places on a farm or construction site.

Could it be also that traditional off-roaders lack the capacity and have become too gentrified and expensive? Or do the interlopers

cater for an inner desire to wear a check shirt, jeans and cowboy boots?

There is no need to rough it, either: dealers find most buyers want 'up-spec' double-cab versions that can take the family at weekends, complete with camping gear, bikes and so on, secure and weathertight beneath a removable hard-top cover for the rear loading bay.

But not every pick-up-buyer wants all the bells and whistles of big-sellers like the Mitsubishi L200 – the vehicle that sparked the pick-up boom – or Isuzu D-Max, which is why Fiat launched the cost-effective and compact Doblo Work Up, a 'dropside' vehicle aimed at agriculture, construction, maintenance or park maintenance.



MEAN MACHINES: Mitsubishi's high-spec L200, top left, four-door models kick-started UK demand for pick-ups; Fiat Doblo Work Up, top right, a compact and flexible pick-up; Isuzu D-Max, above, is building a rough, tough reputation

The A-Team's wheels A1 hit with van fans

NEW research reveals that the A-Team's classic GMC Vandura, pictured below, is Britain's favourite van.

Though the cult TV show ended in 1987, the black and metallic van took 43 per cent of the poll by Direct Line for Business.

The runners-up were:

- 2 Scooby Doo gang's Mystery Machine (20 per cent)
- 3 Del Boy's Reliant Regal Supervan (12 per cent)
- 4 Wallace & Gromit's Anti-Pesto, pest control van (10 per cent)
- 5 Postman Pat's Bedford HA (7 per cent)



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Isuzu only produce commercial vehicles. That's why we can provide you with the pick-up you really need. The all-new Isuzu D-Max is tough, hardworking, dependable and always prepared to go the extra mile. That's because it's built, sold and used by professionals.



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*5 year/125,000 mile (whichever comes first) warranty applies to all new Isuzu D-Max models. Terms and conditions apply. See isuzu.co.uk for full details.



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Renault Master model shown is FWD MM33 dCi 125

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WESTMINSTER ROAD
CANTERBURY CT1 1YY
TEL 0844 822 7100

MOTORLINE ASHFORD
HILTON ROAD
ASHFORD TN23 1EW
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BUSINESS USERS ONLY. *OTR Prices exclude VAT, road fund license, first registration fee and delivery costs. Prices valid subject to no change in manufacturer's prices. Offers available on new vans when ordered by 31 March 2014. †Warranty applies to new vehicles up to a period of 4 years or 100,000 miles, whichever comes first (first 2 years unlimited mileage). Renault Assistance Roadside Cover is provided in association with the AA. Cover from months 0 to 36 includes assistance at the roadside and home, national recovery, onward travel and European cover. Cover from months 37 to 48 includes Roadside and Homestart (including a local tow to an authorised Renault dealer). The provider of this cover is the Automobile Association Limited. Please refer to participating dealer for details.

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Public Sector

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- Good written and spoken English

Own transport is important

Guardian Homecare is a leading provider of care support services to vulnerable older people and people with disabilities living in their own homes.

For an application pack contact Frances on 01634 264 611 or email gillingham@guardianhomecare.co.uk

Guardian Homecare is an Equal Opportunities Employer.



Team Leaders and Support Workers

- F/T 37.5 hrs
- Sapphire House, 166 Tonbridge Road, ME16 8SS
- Salary dependent on experience.

An exciting opportunity has arisen for support workers and team leaders to work in a new service scheduled to open in April 2014 in a 8 bedded Residential care home for adults with Autistic Spectrum Condition, learning disabilities and challenging behaviour in Maidstone, Kent, for Craegmoor, part of the Priory Group.

For an informal discussion or for an application form, please contact Blessings Phakathi on: 07715063228 or email blessingsphakathi@priorygroup.com

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Please contact

Sheelagh Sanford 01304 813333

Have you ever had to care for someone?

Then supporting adults with Learning disabilities could be

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Current vacancies at our Staplehurst care home include:

Deputy Manager

£22,000 pa, NVQ 4

For more information or an application form please Visit www.broadhamcare.co.uk or call 01883 732211



Facilities Co-ordinator

Kent Science Park Sittingbourne Kent.

£18,000 to £20,000 + Benefits 37.5 hours/week

Start date Early February

This post is for a highly organised individual to provide administrative support to the Facilities Manager at Kent Science Park. Key tasks to include: financial / order & invoice processing, upkeep of technical computerised and paper records relating to the management and refurbishment of buildings, equipment and services on the site. In addition you will be assisting the Facilities Manager with and co-ordinating contractors, tenants and the site maintenance team to ensure work is completed on time and on budget.

You will be a proficient user of Microsoft Outlook, Excel and Word and capable of quickly picking up other computer programs (training will be given). Regular written communication with tenants is also a key part of the job so a confident manner when dealing with all levels of tenants contractors and staff is essential.

In the first instance please contact Christine, Joanne or Stephen on 01795 411 500 or reception@ksp-uk.com who will post or email you a detailed job description

All CVs and covering letters to be received by 27th January 2014

Swale Academies Trust



Westlands School

Westlands Avenue, Sittingbourne, Kent ME10 1PF

Teaching Assistant

Required for February 2014

Salary £13,162 - £16,305 (pro rata)

(equal to £7,944 to £9,841 depending on experience)

This is a temporary, term time only role for 27 hrs per week, worked over five days

Applicants should have the necessary skills to support pupils who have ASD (Autistic Spectrum Disorder) in mainstream classes, in small groups or on an individual basis. Candidates would be expected to have good literacy and numeracy skills. As part of the interview, you may be asked to show your skills in supporting pupils.

Office Assistant

Required from February 2014

Salary £13,162 - £16,305 (pro rata)

(equal to £8,040 to £9,960 depending on experience)

This is a permanent role, term time plus 3 weeks in the school holidays. 25 hours per week, over 5 days, 8.30 am - 1.30pm

This successful secondary school is seeking an Office Assistant to join its effective and dedicated team of Administration staff. Primary duties will be that of Receptionist.

The successful applicant will be the first point of contact for visitors and callers to the school, and will need to demonstrate personal qualities such as excellent communication skills and the ability to remain polite and professional at all times. Applicants should also have some experience of working in a customer service environment or in a busy office.

Other duties will include clerical tasks; therefore a working knowledge of Microsoft Office packages is required.

Recruitment packs including a person specification and job description are available from Westlands School or online (www.westlands.org.uk). Please note that we cannot accept CVs without an application form. Applicants should also include a covering letter detailing how they meet the person specification.

Closing date: 29 January 2014 at noon.

Swale Academies Trust is committed to safeguarding and promoting the welfare of children and young people and expects all staff and volunteers to share this commitment. This post is subject to an enhanced DBS check.

Contact Details

Tel: 01795 477475 Fax: 01795 479461

Email swa@westlands.kent.sch.uk

Trust Principal: Mr J Whitcombe MA

Swale Academies Trust Company No 7344732
Registered Office: Ashdown House, Johnson Road, Sittingbourne, Kent ME10 1JS



The Marsh Academy

Where Learning Comes First

Station Road, New Romney, Kent, TN28 8BB

T: 01797 364593 F: 01797 367315

E: recruitment@marshacademy.org.uk

www.marshacademy.org.uk

Principal - Shaun Simmons

WOULD YOU LIKE TO TURN YOUR DEGREE INTO A TEACHING QUALIFICATION?

The Marsh Academy has an excellent reputation for training teachers. We have a non-salary school direct placements starting in September 2014 in Mathematics & Science.

Applicants must have a relevant degree and some experience of working with children, although working in an educational setting would be advantageous. The application process for the School Direct route into teaching is significantly different this year. Applications must be made via the UCAS website: <http://www.ucas.com/apply> Applications can be made up to 15th September 2014, however our interview process will commence in February '14 so, candidates are advised to apply as soon as possible.

This post is subject to an Enhanced Check with the Disclosure & Barring Scheme (DBS).



For further details and an application pack, please contact Jackie Addison by telephone or email.



The Spencer Private Hospital is the independently owned and managed 22 bed private hospital situated on the QEOM Hospital site. We also have a 4 bed unit at the William Harvey Hospital in Ashford. The continuing growth of our business has resulted in vacancies for the following staff:

Staff Nurse (Night Duty) - Part Time

(15 hours per week)

£25,000 per annum (pro-rata)

Dependant on experience

Based in Margate

Qualifications

Registered Nurse Level 1

Evidence of Continuous Professional Development

Experience in a surgical/medical environment with a knowledge and understanding of surgical/medical procedures.

To discuss this opportunity or to arrange an informal visit please contact:

Mary Guarnieri, Matron 01843 234252

Physiotherapist - Part Time

(30 hours per week)

£27,000 per annum (pro-rata)

Based in Margate

Qualifications

Minimum 2 years post graduate experience

Current Registration with Health Professional Council

Experience of assessing & treating orthopaedic inpatients & MSK related outpatients

To discuss this opportunity or to arrange an informal visit please contact:

Sarah Robinson, Physiotherapy Manager 01843 234555

Physiotherapy Administrator - Part Time

(15 hours per week)

Hours: 1pm - 4pm Monday - Friday

£13,686.75 - £14,664.37 per annum (pro-rata)

Dependant on experience

Based in Margate

Qualifications

RSA Stage 1 or II equivalent

Two years' experience working in a health environment. General Secretarial experience essential.

To discuss this opportunity or to arrange an informal visit please contact:

Sarah Robinson, Physiotherapy Manager 01843 234555

Medical Secretary - Part Time

(30 hrs per week)

£15,642 per annum (pro-rata)

Based in Margate

Qualifications

Maths and English (GCSE or Equivalent). Two years experience working in a medical environment

Audio Typing experience essential

(Previous applicants need not apply)

To discuss this opportunity or to arrange an informal visit please contact:

Julie Pain, Administration Supervisor 01843 234555 x62209

Closing date for applications 3 February 2014

For a job description and application form please contact:

Jo Wright, East Kent Medical Services Ltd

Spencer Private Hospital, Ramsgate Road, Margate, Kent CT9 4BG

Telephone: 01304 245961 Fax: 01304 207320

E-mail: joanne.wright@spencerhospitals.com

Spencer Private Hospital is an equal opportunity employer

This position is subject to a Disclosure and Barring check





Chef

20 hrs Part-Time/Job Share

CATS Canterbury is an independent Sixth Form College offering a broad range of pre-university programmes to international students supported by English language courses and is committed to safeguarding and promoting the welfare of children and young people and expects all staff and volunteers to share this commitment. We are currently seeking an enthusiastic and reliable Chef to join our committed team in a busy kitchen environment, catering for up to 600 boarding students per sitting for breakfast, lunch and evening meals.

Applicants must hold a City & Guilds 706 I and City & Guilds 706 II certificate or a NVQ Level 2 Professional Chef qualification and a working knowledge of HACCP. The post operates on a shift basis of 20 hours per week worked over a variety of days, including some weekends and evenings.

The main duties of this post will include:

- Day to day running of and cooking in the kitchen
- Maintaining and order stock
- Day to day training and guidance of staff
- Maintain the high level of hygiene standards
- Front of house service

If you would like to apply for this post please visit our website www.ceb-uk.com to download an application form and job description. All candidates must complete an application form as CV's cannot be accepted for this post.

Applications should be submitted to:

Marion Wigington – HR Officer, CATS College, 68 New Dover Road, Canterbury, Kent, CT1 3LQ or by email at recruitment@catscanterbury.com

The closing date for all applications is Mid-day Friday 7th February 2014

Previous applicants need not apply.

CATS College Canterbury is committed to safeguarding and promoting the welfare of children and young people, and expects all staff and volunteers to share this commitment.

Since this post gives potential candidates significant access to young people, candidates are required under the Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975, if offered an appointment, to disclose details of all previous convictions including spent convictions.

CATS Canterbury is an equal opportunities employer and is committed to treating all applicants and employees in the same way regardless of race or colour, nationality or national or ethnic origin, religion or religious belief, sex or marital status, sexual orientation, disability or age.

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Borough Green TN15 8AP

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+ Health Care Assistants**
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In-house essential training provided.

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Criteria:

Experience not essential, (but would be beneficial)
Full on-site training given.
Applicants must be hard working, polite, friendly, computer literate and work well within a team.

All applications to be submitted by 31st January 2014

Hours: 40 hours per week (9:00 - 6:00 Mon-Fri)

Holiday Entitlement: 28 days / Salary: £7.75 - £8.50 per hour

For further information please contact
Mr Toby Woods or Mr Gary Matthews

Tel: 01233 503006 or Email: sales@rimstyle.com



Incorporating Westlands School, The
Sittingbourne Community College, Meopham
School, The Chaucer School, Westlands Primary
School and Regis Manor Primary School

Premises Manager

Required for April 2014

Salary £41,938 – 49,120 pa

We are seeking to appoint a Premises Manager to provide site management services to the Trust's properties which include 4 secondary and 2 primary schools.

We are looking to appoint a professional who has previous relevant experience in premises management.

The ideal candidate will:

- be flexible and motivated, with experience in facilities management, budget management, project management and health & safety
- have experience of procurement and grant applications
- be able to identify areas for improvement, planning a way forward and implementing change which will be a key part of the role

Recruitment packs are available from Westlands School or online (www.westlands.org.uk). A covering letter of application should be included with your application form as well as a CV. Please note that CVs sent without an application form will not be considered.

Closing date: 10 February 2014

Swale Academies Trust is committed to safeguarding and promoting the welfare of children and young people and expects all staff and volunteers to share this commitment. This post is subject to an enhanced DBS check.

Contact Details:
Westlands School
Westlands Avenue, Sittingbourne,
Kent ME10 1PF
Tel: 01795 477475 Fax: 01795 479461
Email swa@westlands.kent.sch.uk
Trust Principal: Mr J Whitcombe MA

Swale Academies Trust Company No 7344732
Registered Office: Ashdown House, Johnson Road,
Sittingbourne, Kent ME10 1JS

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We want ambitious people to join our successful sales teams and are looking for an IT-literate individual who is task focused with a good eye for detail, and a strong proven sales background. You must be able to communicate well both verbally and in writing.

If you think you have the talent we require, and you are ambitious, target driven and want to be part of our growth plans then we want to hear from you immediately.

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Kent on Sunday KENT LIFE

General Support Assistant (TA)



Required for an Immediate Start
Salary Grade 3 Points 7-11 Starting from £14,383 (£8,815.64 pro rata)
Term Time Only: 27.5 hours per week for 38 weeks per annum
1 Year Fixed Term Contract

- Do you have experience of working in Schools with students who have learning challenges?
- Do you enjoy supporting young people and gain satisfaction from seeing them learn?
- Are you proficient in Maths & English with at least Level 2 qualifications in both?
- Are you a motivated individual, who is industrious & self driven?
- Do you have the ability to get the best out of a young person?
- Do you have good IT skills?

If you feel that you can answer 'Yes' to all of the above, Northfleet Technology College is the place for you!

An opportunity for a General Support Assistant position has arisen, with duties similar to that of a Teaching Assistant.

The working hours are 27.5 hours per week, Term Time (38 weeks per annum) for an initial 1 years fixed term

contract. The salary is commensurate to these terms.

Appointment will be subject to satisfactory safeguarding & vetting checks including references & a Fully Enhanced CRB.

Please contact the School Office for an Application Form & further information about the position.

Closing date: Tuesday 25 February 2014

Further details are available from Miss E Stuart

Email: office@ntc.kent.sch.uk

Web: www.ntc.kent.sch.uk

Tel: 01474 533802

Head: Jane Partridge

SPAIN BROTHERS & CO CHARTERED ACCOUNTANTS CANTERBURY OFFICE

Require:
**FULL TIME RECEPTIONIST/
AUDIO TYPIST**

for all reception duties, to include audio typing and general admin duties as necessary. Applicants should be computer literate and familiar with Word, Excel and Microsoft Outlook. (Knowledge of Iris would be an advantage but training will be given)

Please apply by email with CV to:-
pmoores@spainbrothers.co.uk
or please apply in writing with CV to:-

The Staff Partner
Spain Brothers & Co
Westgate House
87 St Dunstan's Street
Canterbury
Kent CT2 8AE



Care Workers

Gillingham and surrounding areas

- Competitive rates of pay
- Flexible working hours
- Full free training
- 28 day's paid annual leave (pro rata)
- No previous experience necessary
- Good written and spoken English

Own transport is important

Guardian Homecare is a leading provider of care support services to vulnerable older people and people with disabilities living in their own homes

For an application pack please contact
Frances on 01634 264 611 or e-mail
gillingham@guardianhomecare.co.uk

Guardian Homecare is an Equal
Opportunities Employer



The Spencer Private Hospital is the independently owned and managed 22 bed private hospital situated on the QEOM Hospital site. We also have a 4 bed unit at the William Harvey Hospital in Ashford. The continuing growth of our business has resulted in vacancies for the following staff:

Staff Nurse- Ward- Part Time

30 hours per week
£23,000 - £24,000 per annum (pro-rata)

Dependant on Experience

Based in Ashford

Closing date for applications 10 February 2014

Qualifications

Registered Nurse 1st Level

Evidence of continual professional development

Experience in a surgical/medical environment with a knowledge and understanding of surgical/ medical procedures

To discuss these opportunities or to arrange an informal visit, please contact
Liz Justice - 01233 616202 Ext: 86202

For job description and application form please contact:

Jo Wright

East Kent Medical Services Ltd, Spencer Private Hospital
Ramsgate Road, Margate, Kent CT9 4BG
Telephone: 01304 245961 Fax: 01304 207320
E-mail: joanne.wright@spencerhospitals.com

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LEGAL AND PUBLIC NOTICES

Planning & Compulsory Purchase Act (2004) (as amended)

Tunbridge Wells Borough Green Infrastructure Plan and Noise & Vibration Supplementary Planning Documents

Public Consultation Documents

Tunbridge Wells Borough Council is currently consulting on the following Supplementary Planning Documents in accordance with regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012:

- **Green Infrastructure Plan Supplementary Planning Document.** This is the final stage of consultation prior to adoption
- **Noise and Vibration Supplementary Planning Document.** This is the first stage of consultation

Public consultation commences on **27 January 2014** and runs for six weeks until **7 March 2014**.

We will be holding a drop-in session for each draft document, at which Council officers will be available to discuss any aspect of the consultation drafts in more detail with interested parties. These will be held on the following dates:

- The Green Infrastructure Plan drop-in session will be held on Wednesday 5 February between 2pm and 7pm, in the Council Chamber at the Town Hall in Tunbridge Wells
- The Noise and Vibration SPD drop-in session will be held on Wednesday 12 February between 2pm and 5pm, in the Council Chamber at the Town Hall in Tunbridge Wells

The consultations will consist of the draft Supplementary Planning Documents, supporting information and response forms, which can be viewed and downloaded at <http://www.tunbridgewells.gov.uk/residents/planning/planning-policy/consultations>, or you can respond directly online at <http://consult.tunbridgewells.gov.uk>. The documents can also be viewed at the following locations for those without access to a computer:

- **Tunbridge Wells Gateway**, 8 Grosvenor Road, Royal Tunbridge Wells, TN1 2AB. The Gateway is open from 9am-5pm Monday, Tuesday, Wednesday and Friday; 9am-6.30pm on Thursdays; and 9am-1.30pm on Saturdays
- **Weald Information Centre**, The Old Fire Station, Cranbrook, Kent TN17 3HF, open from 8.30am-5pm (Monday to Friday)
- **All libraries** in the Tunbridge Wells Borough area. Please check with the particular library for opening times

Representations can be returned as follows:

- 1) Online at <http://consult.tunbridgewells.gov.uk>
- 2) By e-mail to planning.policy@tunbridgewells.gov.uk (using the editable response form)
- 3) By post to Planning Policy, Planning Services, Tunbridge Wells Borough Council, Royal Tunbridge Wells, Kent TN1 1RS (using a printed response form)
- 4) By fax to 01892 554076 (using a printed response form)

Representations must be made in writing (including electronically) and be received by **midnight on Friday 7 March 2014** at the addresses specified in (1) to (4) above.

Refuse Transfer Station

Fernfield Lane
Hawkinge
Folkestone
CT18 7AW

The Hawkinge Town Council hereby provides notice of its intention to enter into a partnership arrangement with a specialist waste management company to place a bid for the acquisition of the above property.

All enquiries from prospective partners are to be made in writing to The Town Clerk, Hawkinge Town Council, Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent, CT18 7FP.

Closing date for applications: 16 February 2014.



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Public Notice

KENT COUNTY COUNCIL AS LOCAL AUTHORITY

Proposed transfer of Secondary Satellite provision of Bower Grove (Community Special) School and proposed increase in designated number

Notice is given in accordance with section 19(1) of the Education and Inspections Act 2006 that Kent County Council intends to make a prescribed alteration to Bower Grove (Community Special) School, Fant Lane, Maidstone, Kent ME16 8NL from 1 September 2014.

Bower Grove is a Community Special School for children and young people aged 4-16 with Behaviour and Learning needs. Bower Grove School currently educates 216 pupils, via its main site and through its two satellite provisions.*

KCC proposes to a) transfer the satellite provision from Bower Grove School to St Augustine Academy to create a new mainstream resource based provision with effect from 1 September 2014; and b) to increase the designated number of Bower Grove School from 146 pupils to 183 (if the proposal to transfer is agreed) or 195 (if the transfer is not agreed) with effect from 1 September 2014. St Augustine's mainstream resource based specialist provision will cater for 12 pupils with statements for Autistic Spectrum Disorder**.

Since 2009 the school has had around 200 children on roll. The County Council and Governing Body need to formally change the school's designated number to better reflect current admission patterns and school capacity. The change will not affect any pupil currently on roll***.

This Notice is an extract from the complete proposal. Copies of the complete proposal can be obtained from: Education Cabinet Committee, Kent County Council, Sessions House, County Hall, Maidstone, Kent ME14 1XQ, or from the KCC website www.kent.gov.uk/schoolconsultations

Within six weeks from the date of publication of this proposal, any person may object to or make comments on the proposal by sending them to Jared Nehra, Area Education Officer, Commercial Buildings, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4QG. Email: school.consultations@kent.gov.uk by 10 March 2014.

Signed: Patrick Leeson

Corporate Director, Education Learning & Skills

Publication Date: 25 January 2014

Explanatory Notes

*Satellite provisions are based at Westborough Primary School and St Augustine Academy. Pupils who attend are on the roll of Bower Grove School, but integrate into the host mainstream schools for much of their education, supported by staff from the satellite

**Mainstream resource based provisions are specialist provisions in mainstream schools which support pupils with Statements of Special Educational Needs. The mainstream school receives revenue funding from the County Council to enable it to staff and resource the provision.

***Except with their parents' agreement, children in the secondary satellite will transfer to the roll of St Augustine Academy.



Kent Minerals & Waste Local Plan

Public Consultation on the Pre-Submission Draft

Kent County Council is consulting on the final draft of the Minerals and Waste Local Plan 2013-30.

This Plan will become the development management policy framework against which planning applications for minerals and waste related developments will be determined by the County Council. It includes the criteria for assessing the suitability of new minerals and waste sites and it provides an assessment of the need for additional minerals resources and waste management infrastructure in Kent during the period up to 2030.

The Plan includes policies to safeguard land (by protecting it from development for non-minerals or non-waste uses) for:

- future mineral reserves;
- mineral import wharves and railheads;
- all current permanent minerals and waste sites;
- two strategic sites which are essential to the delivery of the objectives of the MWLP, one for mineral development near to Holborough in Tonbridge and Malling and one for waste development near to Minster on the Isle of Sheppey.

This document can be viewed at libraries around Kent, Kent County Council offices, and the Gateways or online on the consultation portal: consult.kent.gov.uk/portal.

You are invited to submit your views on the document and we recommend that you use the consultation portal: consult.kent.gov.uk/portal. You can email your comments to mwd@kent.gov.uk or write to us at: Minerals and Waste Planning Policy Team, Planning and Environment, Kent County Council, Invicta House, Maidstone, Kent ME14 1XX.

This consultation commences at 09:00 on Friday 31 January 2014 and closes on Sunday 16 March 2014 at midnight.



To advertise in this section

01303 817056

NOTICE OF APPLICATION FOR PLANNING PERMISSION

NOTICE UNDER ARTICLE 13 OF THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2010 (AS AMENDED)

KCC/CA/0001/2014 - Proposed development at Simon Langton Grammar School For Boys, Langton Lane, Canterbury, Kent CT4 7AS

Simon Langton Grammar School for Boys is applying to Kent County Council for planning permission for an extension to existing sports facilities at Simon Langton Grammar School for Boys including development of an existing natural turf rugby and football pitch into an Artificial Turf Pitch (ATP) with floodlighting and fencing and the refurbishment of an existing Multi Use Games Area (MUGA) to include an artificial turf pitch, fencing and floodlighting. The proposed development may affect a public right of way.

You may view this application at Canterbury City Council, Canterbury Main Office, Military Road, Canterbury, Kent CT1 1YW.

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990

KCC/TW/0368/2013 - Proposed development at land south of Rolvenden Road, Benenden, Kent TN17 4DN

Kent County Council Property and Infrastructure Support is applying to the Kent County Council for planning permission for a Section 73 application to vary conditions 2 (approved details), 17 (on-site vehicle and turning areas) and 18 (landscaping scheme) of planning permission TW/12/1442 for the new primary school to secure amendments in the form of a reduced car park area and revised access arrangements. The proposed development is close to the Benenden Conservation Area and is likely to affect its character and/or appearance. It may also affect the setting of nearby listed buildings.

You may view this application at Tunbridge Wells Borough Council (Gateway), 8 Grosvenor Road, Royal Tunbridge Wells, Kent TN1 2AB.

KCC/TW/0370/2013 - Proposed development at Village Hall, The Street, Benenden, Cranbrook, Kent TN17 4DE

Kent County Council Property and Infrastructure Support is applying to the Kent County Council for planning permission for extension of existing Village Hall car park including resurfacing, landscaping and relocation of existing equipped play area. The proposed development is within the Benenden Conservation Area and is likely to affect its character and/or appearance. It may also affect the setting of nearby listed buildings.

You may view this application at Tunbridge Wells Borough Council (Gateway), 8 Grosvenor Road, Royal Tunbridge Wells, Kent TN1 2AB.

KCC/TW/0018/2014 - Proposed development at Langton Green Primary School, Lampington Row, Langton Green, Tunbridge Wells, Kent TN3 0JG

Kent County Council Property and Infrastructure Support is applying to Kent County Council Planning Applications Group for planning permission for the extension and internal reconfiguration of existing school buildings providing two classrooms, provision of a stand-alone teaching accommodation block providing four classrooms and associated toilets, removal of existing modular classroom, and car park and access improvements including car parking provision within the village hall car park.

The proposed development does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.

The proposed development is in close proximity to a Conservation Area and may affect its character and/or appearance.

The development site adjoins/affects a public right of way.

You may view this application at Tunbridge Wells Borough Council (Gateway), 8 Grosvenor Road, Royal Tunbridge Wells, Kent TN1 2AB.

Alternatively, details of all applications can be viewed on Kent County Council's website at www.kent.gov.uk/viewapplications or at our offices in Maidstone at the address below during all reasonable office hours.

We accept comments online via our website, by email to planningrepresentations@kent.gov.uk or in writing to Planning Applications Group, Kent County Council, First Floor, Invicta House, County Hall, Maidstone, Kent ME14 1XX within 21 days from the date of this notice. Please quote the application reference number and note that comments may be drawn to the attention of Council Members, the applicant and other interested persons and may include publishing on the City / Borough Council website.

Sharon Thompson
Head of Planning
Applications Group
Kent County Council
Dated: 26 January 2014



THE KENT COUNTY COUNCIL (THE DISTRICT OF SHEPWAY)

(FOLKESTONE TOWN CENTRE AND THE BAYLE PARKING ZONE) ORDER 2012

(AMENDMENT NO 2) (ZONE A1 TIMES OF OPERATION) ORDER 2013

Notice is hereby given that KENT COUNTY COUNCIL has made the above Order under Sections 1, 2, 32, 44, 45 and 124 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

The Order will come into effect on the 27th January 2014 and shall implement new parking restrictions in the following streets:

ROADS IN FOLKESTONE

Emergency vehicle parking place [at all times] – The Leas – South east side, from its junction with Road of Remembrance, south west for a distance of 11.2 metres

Limited waiting 1 hour no return within 2 hours [8am – 6pm Mondays to Saturdays (both days inclusive)] – Bouverie Road West – All time limited waiting parking places between Castle Hill Avenue and Christ Church Road; Cheriton Place – East side, from a point 24.5 metres north of its junction with Sandgate Road, north for a distance of 94.1 metres; Christ Church Road – All time limited parking places between Bouverie Road West and Sandgate Road; Grace Hill – South west side, from a point 28.4 metres north west of its junction with Rendezvous Street, north west to a point 22.9 metres south east of its junction with Shellons Street; Sandgate Road – All time limited parking places between Castle Hill Avenue and a point 67.6 metres south west of its junction with Bouverie Place; Shellons Street – South east side, from a point 25 metres south west of its junction with Grace Hill, south west for a distance of 35 metres; The Leas – South east side, from a point 11.2 metres west of its junction with Road of Remembrance, south west for a distance of 15.7 metres; West Terrace – south west, from a point 46.6 metres south east of its junction with Bouverie Place, south east for a distance of 12.5 metres.

Shared use limited waiting for 1 hour no return within 2 hours and permit holders [8am – 6pm on all days] – Manor Road – East side, from a point 20.8 metres south of its junction with Bouverie Road West south for a distance of 33.3 metres; West side, from a point 15.5 metres north of its junction with Sandgate Road north for a distance of 36.5 metres; Shakespeare Terrace – West side, from a point 14.7 metres south of its junction with Sandgate Road south for a distance of 20.7 metres; West side, from a point 27.4 metres north of its junction with the Leas north for a distance of 18.6 metres.

A copy of the Order, a copy of any Orders which may be affected by it, and a statement of the council's reasons for proposing the Order can be inspected at the Civic Centre, Castle Hill Avenue, Folkestone, CT20 2QY, during normal office hours.

If you have any questions concerning the Order or require further information please contact Shepway District Council (Transportation Department), Council Offices, Castle Hill Avenue, Folkestone, CT20 2QY (01303 853240 during normal office hours).

This notice is published by Shepway District Council on behalf of Kent Highway Services, County Hall, Maidstone, ME14 1XX. Kent Highway Services is part of Kent County Council.



THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2010

The following applications have been submitted for consideration by the Council:

Y13/0971/SH - 44 Sandgate High Street Sandgate Folkestone Kent CT20 3AP - Listed building consent for internal alterations in connection with the proposed change of use of part ground and part first floors to a self-contained flat including addition of external staircase to access first floor accommodation and provision of a flue to rear roof slope.

Y13/0972/SH - 44 Sandgate High Street Sandgate Folkestone Kent CT20 3AP - Change of use of part ground and part first floors to form a self-contained flat together with addition of flue to rear roof slope and retention of existing external staircase.

Y13/1301/SH - Lawrence House 15 St Marks Close Folkestone Kent CT20 3LY - Reserved matters application for approval of appearance, landscaping, layout and scale, as well as discharge of conditions 4, 13, 15, 19, 25 and 26 pursuant to outline planning permission Y11/1156/SH for the erection of 25 dwellings (including 8 affordable units), following demolition of the existing buildings.

Y13/1281/SH - 2 Grimston Avenue Folkestone Kent CT20 2QE - Removal of one overhanging limb from an Ash and a Whitebeam tree, both situated within a conservation area, to provide required highway clearance.

Y14/0009/SH - The Grand The Leas Folkestone Kent CT20 2LR - Retrospective application for the retention of a boiler and flue.

Y14/0014/SH - Howletts & Port Lympne Wild Animal Parks Port Lympne Aldington Road Lympne Hythe Kent - Erection of a detached building for use as sheltered seating, together with installation of an electricity sub-station.

Y14/0031/SH - 46A The Old High Street Folkestone Kent CT20 1RN - Erection of replacement dilapidated rooftop conservatory.

Any representations should be made in writing to the Head of Planning, Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, Kent, CT20 2QY or emailed to planning@shepway.gov.uk. Comments should be made in writing within 21 days from the date of publication. It should be noted that any representations received will be made available for public inspection.

Some applications can be viewed at other locations in addition to the Civic Centre, Folkestone. The applications are marked as follows:

- # - The One Stop Shop, Magpies, Church Approach, New Romney
- + - Hythe Town Council Offices, Stade Street, Hythe

Applications can be viewed and comments made online at <http://searchplanapps.shepway.gov.uk/online-applications/>.

The applications marked (*) do not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated.

C Lewis, Head of Planning
Shepway District Council



**TOWN AND COUNTRY PLANNING ACT 1990
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990**

Swale Borough Council as Local Planning Authority has received the following applications which are being advertised to ascertain the views of persons living near the sites and other interested parties. The proposed developments relate to one or more of the following:

1. The site of the application is within/affecting a designated Conservation Area (Section 73) of the Planning (Listed Buildings and Conservation Areas) Act 1990.
2. The proposed development may affect the Listed Building or it's setting.
3. The application is for a Major Development.
4. The application would affect a right of way to which Part III of the Wildlife and Countryside Act 1981 (as amended) applies.
6. This application may be of wider public interest.
8. This application is accompanied as an Environmental Statement.

REPRESENTATIONS IN RESPECT OF THE FOLLOWING APPLICATIONS MUST BE MADE BY 10 FEBRUARY 2014

SW/13/1577: Insertion of 10 x rooflights and 3 x ground floor windows - Queen Philippa Hotel, High Street, QUEENBOROUGH; REASON 1

SW/14/0003 & SW/14/0004: Installation of 3 No. Microwave dishes on existing tower - MoD Dunkirk, Courtenay Road, DUNKIRK; REASON 2

SW/14/0011: Alterations to include an additional dormer window on front elevation, two storey rear extension and raising of overall roof height - 86 London Road, FAVERSHAM; REASON 1

SW/14/0015: Outline application (with all matters reserved other than access into the site) for a mixed use development comprising: up to 315 dwellings; 11,875sqm of B1a (offices) floorspace; 3,800sqm of B1b (research and development) floorspace; 2,850sqm of B1c (Light industrial) floorspace; a hotel (use class C1) (up to 3,250sqm) of up to 100 bedrooms including an ancillary restaurant; a care home (use class C2) (up to 3,800sqm) of up to 60 rooms including all associated ancillary floorspace; a local convenience store (use class A1) of 200sqm; internal accesses; associated landscaping and open space; areas of play; a noise attenuation bund north of the M2; vehicular and pedestrian accesses from Ashford Road and Brogdale Road; and all other associated infrastructure - Land at Perry Court, (East of Brogdale Road, West of Ashford Road), FAVERSHAM; REASONS 2, 3, 4, 6 & 8

Particulars of the proposal(s) can be obtained from Planning Services, Swale Borough Council, Swale House, East Street, Sittingbourne, where copies of the applications and all documents submitted with them may be inspected during office hours; any representations should be made in writing to this address.

James Freeman
Head of Planning

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PLANNING

Town and Country Planning Acts

The Council is required to give notice of the following applications

- 14/00061/HOUSE** **1 Nevill Park Royal Tunbridge Wells, Broadwater**
- Enlargement of approved lower ground floor gym. Change of approved railings to rear from glass to metal railings. Erection of a screen wall to the party wall side of the approved rear terrace (LB) (CA)
- 14/00013/FULL** **Friends Meeting House Grosvenor Park, Culverden**
- Demolition of rear wall of main building to allow conversion and extension of existing building to form 10 No. bed-sit accommodation for West Kent YMCA; Single-storey extension and refurbishment of rear hall for continued use as Quaker Meeting House (LB) (CA)
- 14/00101/HOUSE** **7 Boyne Park Royal Tunbridge Wells, Culverden**
- Conversion of attached garage into a bedroom. Conversion of pedestrian access into an additional vehicular access (CA)
- 14/00066/LBC** **Manor House Barn High Street, Goudhurst**
- Listed Building Consent: Open porch at front door (LB)
- 14/00090/HOUSE** **Old Swatlands Cranbrook Road, Goudhurst**
- Alterations to roof to create extra bedrooms at first floor level. Gable to be moved to the right and improved in appearance (LB)
- 14/00091/LBC** **Old Swatlands Cranbrook Road, Goudhurst**
- Listed Building Consent: Alterations to roof to create extra bedrooms at first floor level. Gable to be moved to the right and improved in appearance (LB)
- 14/00076/HOUSE Summerbees Pembury Road, Park**
- Demolition of conservatory. Two storey extension including 2 Juliette balconies and 4 new dormer windows, porch to front (CA)
- 13/02882/HOUSE** **31 Common View Royal Tunbridge Wells, Rusthall**
- Loft conversion with flat roof dormer to rear (CA)
- 14/00020/HOUSE** **22 Park Road Southborough, Southborough Town Council**
- Demolition of existing garage and store; Erection of double garage with room over (CA)
- 14/00003/LBC** **Lower Church Farmhouse Speldhurst Hill, Speldhurst**
- Listed Building Consent - Removal of existing staircase and replace with straight flight staircase (LB)
- 14/00079/HOUSE** **East Lodge Groombridge Road, Speldhurst**
- Removal of 20th Century extensions and construction of new extension. Internal alterations (LB)
- 14/00088/LBC** **East Lodge Groombridge Road, Speldhurst**
- Listed Building Consent: Removal of 20th Century extensions and construction of new extension. Internal alterations (LB)
- (DEVPLN) Departure from the Development Plan (PROW) Affecting A Public Right of way (CA)
Affecting a Conservation Area (LB) Affecting a Listed Building (MAJOR) Major Applications (MAST) Mast Applications (EIA) Applications Accompanied by an EIA Statement.
- You may view these applications on our website (www.tunbridgegells.gov.uk), at The Old Fire Station, Stone Street, Cranbrook or at Gateway, 8 Grosvenor Road, Tunbridge Wells. We accept comments online, by email to planningcomments@tunbridgegells.gov.uk or in writing to the address below. Comments should be made within 7 days from the date of this notice, although we may accept them after this date.

You should quote the reference and be aware that we make all comments available for inspection, placing them on the file and publishing them on the internet. We do not publish signatures, telephone numbers or email addresses on the internet.

James Freeman
Head of Planning Services,
Tunbridge Wells Borough Council
Town Hall, Royal Tunbridge Wells TN1 1RS

Dated: 25 January 2014



Planning applications

Notice under Article 13 of the Town & Country Planning (Development Management Procedure) (England) Order 2010
Notice under Section 6 of the Town & Country Planning (General Development Procedure) Order 1995
Notice under Section 67 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990
Notice under Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990
Notice under Regulation 5A of the Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2004

The following applications have been submitted for consideration by the council:

- CA/13/02070/FUL: Land at Belmont Road, Whitstable** Demolition of dilapidated industrial buildings and erection of 11 no three bedroom dwellings with associated garaging, parking and landscaping. **Applicant: Mr E Bollen** Reason: Major development.
- CA/13/02201/FUL: 1-6 Manwood Hospital, St. Stephens Green, Canterbury, CT2 7AA** Four proposed new almshouses, in the land of existing almshouses ran and owned by the Sir Rodger Manwood Hospital Trust. The almshouses will provide charitable housing for eight deserving elderly people. The new almshouses will be designed to face into the shared garden between the proposed almshouses and the existing ones, and will include some parking and access - as shown on the drawings and detailed in the design and access statement. **Applicant: Trustees of Sir Rodger Manwood Hospital Trust** Reason: Setting of listed building in conservation area.
- CA/13/02369/LB: 32 Dover Street, Canterbury, CT1 3HQ** Install vertical flue assembly. **Applicant: Mr and Mrs P Swann** Reason: Work to a listed building.
- CA/13/02405/LB: 129 Margate Road, Herne, CT6 7AB** Replacement windows to north, east and west (rear and flank) elevations. **Applicant: Mr and Mrs A Brown** Reason: Work to a listed building.
- CA/14/00020/FUL: Hope Cottage, Rattington Street, Chatham, CT4 7JG** Demolition of existing double garage and erection of new garage and store. **Applicant: Mr J Challis** Reason: Setting of listed building in conservation area.
- CA/14/00030/LB: 104 High Street, Bridge, CT4 5AR** Internal damp proofing works: removal of existing internal wall plaster; drill and inject horizontal chemical damp proof course; apply waterproofing compound; fit mesh cavity membrane dry lining system; and complete to plaster skim finish. **Applicant: Mr D Russell-Graham** Reason: Work to a listed building.
- CA/14/00032/FUL: The Coach House, 7 Mill Road, Sturry, CT2 0AJ** Demolition of a secondary office building and erection of three terrace houses. **Applicant: c/o Crossley Davis Accountants** Reason: Setting of listed building in conservation area.
- CA/14/00044/TPO: Summer Court, Summer Hill, Harbledown** To carry out 10% reduction of one limb of Holm Oak and reduction in height of Sycamore and Ash by five metres. **Applicant: Roberts Arboricultural Solutions** Reason: Setting of listed building in conservation area.
- CA/14/00049/FUL: 196 High Street, Herne Bay, CT6 5AP** Alteration to head detail of replacement window 2. **Applicant: Prof Brian and Mrs Patricia Golton** Reason: Conservation area.
- CA/14/00050/FUL: William Street and Mortimer Street, Herne Bay** Relocation of Saturday market from Kings Road Car Park to part of William Street and Mortimer Street. **Applicant: Canterbury City Council** Reason: Setting of listed building in conservation area.
- CA/14/00051/LB: 43 Broad Street, Canterbury, CT1 2LR** Replacement rooflight, renewal of lead gutters, insulation of roofspace and construction of firebreak wall in roof void. **Applicant: Mr and Mrs Rutherford** Reason: Work to a listed building.
- CA/14/00060/FUL: 3 Vicarage Hill, Petham, CT4 5RE** Proposed new dwelling. **Applicant: Mr and Mrs Clark** Reason: Conservation area.
- CA/14/00062/FUL: Market Street Car Park, Herne Bay** Siting of a storage container in the Market Street Car Park relating to Herne Bay Market. **Applicant: Canterbury City Council** Reason: Conservation area.
- CA/14/00070/FUL: 17 Beacon Hill, Herne Bay, CT6 6AY** Replacement front and side wall to single-storey 'art room' and replacement window to front using similar looking UPVC windows. **Applicant: Mr A Beaumont** Reason: Conservation area.
- CA/14/00073/LB: Swanton Farm, Swanton Lane, Littlebourne, CT3 4AX** Replacement door to side of dwelling. **Applicant: Mrs L Swann** Reason: Work to a listed building.
- CA/14/00074/FUL: 211 High Street, Herne Bay, CT6 5AE** Proposal for replacement shopfront. **Applicant: Mr L Chidgey** Reason: Conservation area.
- CA/14/00088/FUL: 11 Clifton Road, Whitstable, CT5 1DQ** Proposed single-storey rear and side extension and two-storey rear extension and first-floor projecting bay window to the side including internal alterations. **Applicant: Mr and Mrs Argyle-Robinson** Reason: Conservation area.
- CA/14/00091/FUL: 57 New Dover Road, Canterbury** Proposed change of use from Use Class C3 (dwellings) to Use Class C4 (house in multiple occupation), including demolition of existing rear extension, erection of new single-storey rear extension and internal alterations. **Applicant: Cats College Canterbury** Reason: Conservation area.

Any representations should be submitted via public access on the planning pages of the website www.canterbury.gov.uk/dc to arrive on or before Monday 17 February 2014.

The weekly list of applications can be viewed on our website at www.canterbury.gov.uk/dc

Ian Brown, Head of Planning and Regeneration
Friday 24 January 2014



TOWN AND COUNTRY PLANNING ACT 1990 PLANNING APPLICATIONS LISTED BUILDING CONSENTS CONSERVATION AREA CONSENTS

- DOV/14/0020** Part retrospective application for the erection of a tree house and privacy screen
Little Oak, Green Lane, Capel-le-Ferne, CT18 7HD **ARW**
- DOV/14/00023** Section 73 application to vary condition 2 (parts 2 (c), 2 (d), and 2 (e)), of planning permission DOV/12/00589 to enable racing on:
Sunday 20/04/2014 and Sunday 10/08/2014 between 9am and 5pm for the British Drift Championship
Sunday 25/05/2014 between 9am and 5pm for the World Rallycross Championship
Two consecutive days at intervals of less than 10 clear days in May due to the relocated World Rallycross Championships and in June due to the relocated Kings of Europe Championships
Lydden Hill Race Circuit, Wootton, CT4 6RX **MAJ**
- DOV/14/00037** Outline application with all matters reserved for residential development
Lasletts Yard, Marshborough Road, Woodnesborough, CT13 0PE **ARW**
- DOV/14/00014** Erection of a two storey extension and porch
3 Guestling Mill Court, Strand Street, Sandwich, CT13 9HN **SLC**
- DOV/14/00021** Erection of a detached dwelling and construction of a vehicular access
Land rear of Palmerston, Lighthouse Road, St. Margaret's Bay, CT15 6EL **CAF**
- DOV/14/00025** Erection of single storey side and rear extensions and porch
Bereth, High Street, Eastry, CT13 0HE **CON**
- DOV/14/00035** Internal alterations to facilitate conversion into one dwelling
24 & 26, Millwall Place, Sandwich, CT13 9BQ **LCN**
- DOV/14/00030** Erection of a single storey rear extension and outbuilding (existing extension and outbuilding to be demolished)
Cambria, Upper Street, Kingsdown, Deal, CT14 8BJ **CON**

Reason for Advert Codes:-

- CON** – Within Conservation Area **LCN** – Listed Building in a Conservation Area
ARW – Affects a Public Right of Way **MAJ** – Major Development
SLC – To affect setting of a Listed Building & Conservation Area
CAF – The proposal affects a Conservation Area

Some applications are not publicised in this list. All applications may be inspected at the Council Offices, White Cliffs Business Park, Dover, to which address any representations (to include a postal address) should be sent **within 21 days** marked "for the attention of Planning". Applications may also be viewed, and comments on applications may be made on our website www.dover.gov.uk/planning or at Dover Gateway, 71 Castle Street, Dover, Deal Library or the Area Office, The Guildhall, Sandwich

Failure to meet the above deadline may jeopardise the chances of representations being considered. Any representations received may be made available for inspection by the public, and may be copied to others, including the secretary of state and the applicant if there is an appeal against the council's decision. Representations will not be acknowledged until an application has been determined.

Please note that the Council does not accept any responsibility for any incomplete or inaccurate description of any application.

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THE KENT COUNTY COUNCIL (THE DISTRICT OF SHEPWAY)

(FOLKESTONE SEAFRONT AND THE STADE PARKING ZONE) ORDER 2012

(MARINE PARADE AND LOWER SANDGATE ROAD OPERATING TIMES) (AMENDMENT NO 3) ORDER 2013

Notice is hereby given that KENT COUNTY COUNCIL has made the above Order under Sections 1, 2, 32, 44, 45 and 124 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

The Order will come into effect on the 27th January 2014 and shall change the days of operation of the permit holder and pay and display bays from "all days" to "all days between 31st March and the 1st October" and "Permit holders or maximum wait of 5 hours, no return within 2 hours, from the 1st October to the 31st March" in the following streets:

ROADS IN FOLKESTONE

Harbour Approach Road; West side, from a point 30.3 metres south of its junction with Lower Sandgate Road, south for a distance of 42.7 metres; West side, from a point 24.3 metres north of its junction with **Marine Parade**, north for a distance of 11.0 metres; **Marine Parade;** South side, from a point 11.4 metres east of its junction with Lower Sandgate Road east for a distance of 121.6 metres; North side, from a point 36.7 metres east of its junction with Lower Sandgate Road east for a distance of 59.7 metres; North side, from a point 110.7 metres west of its junction with Marine Terrace west for a distance of 34.7 metres; North side, from a point 65.4 metres west of its junction with Marine Terrace west for a distance of 30.6 metres; North side, from a point 56.4 metres west of its junction with Marine Terrace west for a distance of 4.6 metres; North side, from a point 31.5 metres west of its junction with Marine Terrace west for a distance of 14.1 metres; South side, from a point 61.6 metres west of its junction with Marine Terrace west for a distance of 80.3 metres; South side, from a point 22.8 metres west of its junction with Marine Terrace west for a distance of 32.9 metres; North side, from a point 14.5 metres east of its junction with Marine Terrace east for a distance of 12.0 metres; North side, from a point 30.8 metres east of its junction with Marine Terrace east for a distance of 15.0 metres; North side, from a point 53.6 metres east of its junction with Marine Terrace east for a distance of 30.7 metres; **Lower Sandgate Road;** South side, from a point 98 metres west of its junction with Marine Parade, west for a distance of 110 metres; South side, from a point 9 metres east of its junction with Lower Sandgate Road, west for a distance of 85 metres

The Order shall change the shared use permit holder and pay and display bay to 1 hour limited waiting in the following streets:
ROADS IN FOLKESTONE

Lower Sandgate Road; North west side, from a point 30 metres north-east of its junction with Road of Remembrance, north east for a distance of 27.2 metres

A copy of the Order, a copy of any Orders which may be affected by it, and a statement of the council's reasons for proposing the Order can be inspected at the Civic Centre, Castle Hill Avenue, Folkestone, CT20 2QY, during normal office hours.

If you have any questions concerning the Order or require further information please contact Shepway District Council (Transportation Department), Council Offices, Castle Hill Avenue, Folkestone, CT20 2QY (01303 853240 during normal office hours).

This notice is published by Shepway District Council on behalf of Kent Highway Services, County Hall, Maidstone, ME14 1XX. Kent Highway Services is part of Kent County Council.

THE MAIDSTONE BOROUGH COUNCIL Town and Country Planning Act Notice of Applications

MA/13/2073-N - 1 - 3, CLARENDON PLACE, KING STREET, MAIDSTONE, KENT, ME14 1BQ - Alteration of two external doors to windows and erection of a brick boundary wall with an electronically operated sliding gate along the Brooks Place frontage. **Reason: 1, 2**

MA/13/2186-N - CAR PARK, KING STREET, MAIDSTONE, KENT, ME14 1BH - The north wall of the car park is to be demolished and re-built as it is in a dangerous condition. **Reason: 2**

MA/13/2188-N - 4, PLANTATION LANE, BEARSTED, MAIDSTONE, KENT, ME14 4BH - Erection of a single storey rear extension and conversion of existing garage to habitable room with associated increase in roof height and installation of a velux window. **Reason: 1**

MA/13/2190-S - MOTORLINE MAIDSTONE, BIRCHOLT ROAD, MAIDSTONE, PARKWOOD, KENT, ME15 9XY - Proposed refurbishment of existing car dealership including part demolition of existing show room, part extension to workshop with class 7 MOT bay, installation of new first floor offices, new external valet bay and associated works. **Reason: 6**

MA/13/2194-N - WIERTON OAST, WIERTON HILL, BOUGHTON MONCHELSEA, MAIDSTONE, KENT, ME17 4JT - Proposed reconstruction of garage. **Reason: 1**

MA/14/0015-S - KANAM HOUSE, WALNUT TREE LANE, LOOSE, MAIDSTONE, KENT, ME15 9RG - detached double garage. **Reason: 2, 7**

MA/14/0022-S - OLD SCHOOL HALL, LOWER ROAD, EAST FARLEIGH, MAIDSTONE, KENT, ME15 0JL - Change of use of first floor to provide 1no residential unit together with installation of conservation rooflights and rear dormer. **Reason: 1, 2**

MA/14/0023-S - OLD SCHOOL HALL, LOWER ROAD, EAST FARLEIGH, MAIDSTONE, KENT, ME15 0JL - Listed building consent for internal alterations including construction of mezzanine floors, installation of conservation rooflights and rear dormer to facilitate conversion of first floor to 1no residential unit. **Reason: 2, 3**

Reasons for advertisement key:

- 1 - Applications affects the setting of a Listed Building.
- 2 - Application affects the setting of a Conservation Area.
- 3 - Application is for Listed Building Consent.
- 6 - Application is Major Development.
- 7 - Application affects a Public Right of Way.

Copies of applications listed may be seen at Maidstone Gateway, Maidstone during office hours (Monday to Friday 8.30am to 5.30pm, and Saturday 9am to 1pm). Any representations should be made in writing to me by no later than **9th February 2014**, quoting the application number.

Rob Jarman, Head of Development Management, Maidstone Borough Council, Maidstone House, King Street, Maidstone, Kent ME15 6JQ. **Dated:** 26th January 2014



PUBLIC RIGHTS OF WAY & VILLAGE GREENS

PROW – IN THE BOROUGH OF ASHFORD

NOTICE OF PUBLIC PATH ORDER

HIGHWAYS ACT 1980

WILDLIFE AND COUNTRYSIDE ACT 1981

THE KENT COUNTY COUNCIL

PUBLIC FOOTPATH AE124 (PART) WYE WITH HINXHILL

PUBLIC PATH EXTINGUISHMENT AND DEFINITIVE MAP AND STATEMENT MODIFICATION ORDER 2014

The above Order made on the 16th January 2014 under Section 118 of the Highways Act 1980 will extinguish the entire width of that length of Public Footpath numbered AE124 that commences at its connection with the unaffected part of the same path at grid reference NGR TR 0376 4291 (Point A) and passes in a South Westerly direction for 170 metres to its connection with Blackwall Road at grid reference NGR TR 0365 4278 (Point B).

All directions general, all distances approximate.

A copy of the Order and the Map have been placed and may be seen free of charge at the Offices of Ashford Borough Council, Ashford Gateway Plus, Church Road, Ashford, TN23 1AS or at the Kent County Council, Countryside Access Service, Invicta House, Maidstone, Kent, ME14 1XX, during office hours. Copies of the Order and Map may be purchased there at the price of £5.

Any representation about or objection to the Order may be sent in writing to Colin Finch at the Kent County Council (address as below) (Tel: 01622 221568) (email: colin.finch@kent.gov.uk) not later than 24th February 2014. Please state the grounds on which they are made.

Please note that objections/representations cannot be treated as confidential and may come into the public domain. Copies of any objections or representations received may be disclosed to interested parties, including the Planning Inspectorate where the case is referred to it for determination.

If no representations or objections are duly made, or if any so made are withdrawn, the Kent County Council may confirm the Order as an unopposed Order. If the Order is sent to the Secretary of State for the Environment for confirmation any representations and objections which have not been withdrawn will be sent with the Order.

NOTICE OF PUBLIC PATH ORDER

HIGHWAYS ACT 1980

WILDLIFE AND COUNTRYSIDE ACT 1981

THE KENT COUNTY COUNCIL

PUBLIC FOOTPATHS AU22 (PART) ASHFORD AND AE328 (PARTS) WYE WITH HINXHILL

PUBLIC PATH DIVERSION AND DEFINITIVE MAP AND STATEMENT MODIFICATION ORDER 2014

The above named Order made on 16th January under Section 119 of the Highways Act 1980 will divert the entire width of that length of (a) public footpath numbered AU22 and AE328 that commences at grid reference NGR TR 0340 4399 (Point A) and continues in a Southerly direction alongside the banks of the River Stour for 537 metres to a river crossing at grid reference NGR TR 0330 4370 (Point F) then turning in an Easterly direction for 520 metres to its connection with Blackwall Road at grid reference NGR TR 0382 4376 (Point B); and (b) that length of public footpath numbered AE328 that commences from its junction with Blackwall Road at grid reference NGR TR 0382 4376 (Point H), and passes in a North Easterly direction for 85 metres to grid reference NGR TR 0389 4381 (Point I) then turning in a South Easterly direction and continuing for 64 metres to its connection with public footpath AE329 at grid reference NGR TR 0394 4377 (Point D);

and will add a new length of (a) public footpath numbered AU22 that commences from the unaffected part of public footpath AU22, at grid reference NGR TR 0340 4399 (Point A), and passes in a South Easterly direction for 109 metres to the proposed new river crossing at grid reference NGR TR 0350 4396 (Point G), the route then continues numbered Public Footpath AE328 over the bridge across the River Stour in a South Easterly direction for 414 metres to a connection with Blackwall Road at grid reference NGR TR 0388 4387 (Point C). The new length of path will have a width of 3 metres; and a new length of (b) public footpath

numbered AE328 that will commence at Blackwall Road at grid reference NGR TR 0382 4376 (Point H), following a field edge in a South Easterly direction for 110 metres to a new connection with Public Footpath AE329 at grid reference NGR TR 0390 4369 (Point E). The new length of path will have a width of 2 metres.

All directions general, all distances approximate.

A copy of the Order and the Map have been placed and may be seen free of charge at the Offices of Ashford Borough Council, Ashford Gateway Plus, Church Road, Ashford, TN23 1AS or at the Kent County Council, Countryside Access Service, Invicta House, Maidstone, Kent, ME14 1XX, during office hours. Copies of the Order and Map may be purchased there at the price of £5.

Any representation about or objection to the Order may be sent in writing to Colin Finch at the Kent County Council (address as below) (Tel: 01622 221568) (email: colin.finch@kent.gov.uk) not later than 24th February 2014. Please state the grounds on which they are made.

Please note that objections/representations cannot be treated as confidential and may come into the public domain. Copies of any objections or representations received may be disclosed to interested parties, including the Planning Inspectorate where the case is referred to it for determination.

If no such representations or objections are duly made, or if any so made are withdrawn, the Kent County Council may confirm the Order as an unopposed Order. If the Order is sent to the Secretary of State for the Environment for confirmation any representations and objections which have not been withdrawn will be sent with the Order.

NOTICE OF PUBLIC PATH ORDER

HIGHWAYS ACT 1980

WILDLIFE AND COUNTRYSIDE ACT 1981

THE KENT COUNTY COUNCIL

PUBLIC BRIDLEWAY AU105 ASHFORD AND AE667 WYE WITH HINXHILL

PUBLIC PATH CREATION AND DEFINITIVE MAP AND STATEMENT MODIFICATION ORDER 2014

The above Order made on the 16th January 2014 under Section 26 of the Highways Act 1980 will add new lengths of Public Bridleway numbered AU105 within the town of Ashford and numbered AE667 within the parish of Wye with Hinxhill, with a width of 3 metres for both lengths of path. The route commences on Blackwall Road at grid reference TR 0387 4387 (Point A), numbered AE667 heading in a westerly direction for 410 metres to cross a bridge over the River Stour at grid reference TR 0350 4396 (Point B) and connect with the Country Park. The route then continues numbered AU105 in a North Westerly direction for 266 metres to connect with the unaffected part of Public Footpath AU22 at grid reference TR 0333 4413 (Point C).

All directions general, all distances approximate.

A copy of the Order and the Map have been placed and may be seen free of charge at the Offices of Ashford Borough Council, Ashford Gateway Plus, Church Road, Ashford, TN23 1AS or at the Kent County Council, Countryside Access Service, Invicta House, Maidstone, Kent, ME14 1XX, during office hours. Copies of the Order and Map may be purchased there at the price of £5.

Any representation about or objection to the Order may be sent in writing to Colin Finch at the Kent County Council (address as below) (Tel: 01622 221568) (email: colin.finch@kent.gov.uk) not later than 24th February 2014. Please state the grounds on which they are made.

Please note that objections/representations cannot be treated as confidential and may come into the public domain. Copies of any objections or representations received may be disclosed to interested parties, including the Planning Inspectorate where the case is referred to it for determination.

If no representations or objections are duly made, or if any so made are withdrawn, the Kent County Council may confirm the Order as an unopposed Order. If the Order is sent to the Secretary of State for the Environment for confirmation any representations and objections which have not been withdrawn will be sent with the Order.

PROW – IN THE BOROUGH OF DARTFORD AND DISTRICT OF SEVENOAKS

NOTICE OF THE MAKING OF AN ORDER TO TEMPORARILY CLOSE PUBLIC FOOTPATHS DR215 AND SD215

IN THE PARISHES OF LONGFIELD & NEWBARN AND HARTLEY

PUBLIC FOOTPATHS DR215 AND SD215

(PROHIBITION OF TRAFFIC) TEMPORARY ORDER 2014

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1),

AS AMENDED BY THE ROAD TRAFFIC

(TEMPORARY RESTRICTIONS) ACT 1991

Kent County Council has made an Order the effect of which is to temporarily close Public Footpaths DR215 and SD215, between the junction of DR215 and Main Road and the junction of SD215 with Public Footpath SD295 from the 17th January 2014.

The path will be closed for a maximum of six months, although it is expected that it will reopen earlier.

The path is to be closed because works are planned to upgrade the footpath level crossing and there is a likelihood of danger to users.

The alternative route is via Main Road, Gorse Wood Road, Public Footpath DR213A and SD295, and will be signed for the duration of the closure.

For detailed enquiries please contact John Pelham

Contact Centre no. 03000 417171

Or for further details on temporary closures on the Rights of Way network see:

http://www.kent.gov.uk/environment_and_planning/countryside_access/traffic_regulation_orders.aspx

PROW – IN THE BOROUGH OF SWALE

NOTICE OF THE INTENTION TO MAKE AN ORDER TO TEMPORARILY CLOSE PUBLIC FOOTPATH Z51

IN THE PARISH OF SHEERNESS

PUBLIC FOOTPATH Z51

(PROHIBITION OF TRAFFIC) TEMPORARY ORDER 2014

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1),

AS AMENDED BY THE ROAD TRAFFIC

(TEMPORARY RESTRICTIONS) ACT 1991

Kent County Council intends to temporarily close Public Footpath Z51, between its junction with the passageway adjacent to No.38 William Rigby Drive to its junction with Danley Road from the 10th February 2014.

The path will be closed for a maximum of six months, although it is expected that it will reopen sooner.

The path is to be closed because surface improvement works are being carried out and there is a likelihood of danger to users.

There is no alternative route.

For detailed enquiries please contact Melvyn Twycross

Contact Centre no. 03000 417171

Or for further details on temporary closures on the Rights of Way network see:

http://www.kent.gov.uk/environment_and_planning/countryside_access/traffic_regulation_orders.aspx

PROW – IN THE BOROUGH OF TONBRIDGE AND MALLING

NOTICE OF THE MAKING OF AN ORDER TO TEMPORARILY CLOSE PUBLIC FOOTPATH MR168

IN THE PARISH OF ADDINGTON

PUBLIC FOOTPATH MR168

(PROHIBITION OF TRAFFIC) TEMPORARY ORDER 2014

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1),

AS AMENDED BY THE ROAD TRAFFIC

(TEMPORARY RESTRICTIONS) ACT 1991

Kent County Council has made an Order the effect of which is to temporarily close Public Footpath MR168,

between its junction with St. Vincents Road and Public Footpath MR17A from the 23rd January 2014.

The path will be closed for a maximum of six months.

The path is closed because works to assess and repair a river bank collapse are to be undertaken and there is a likelihood of danger to users.

There is no alternative route.

For detailed enquiries please contact David Munn

Contact Centre no. 03000 417171

Or for further details on temporary closures on the Rights of Way network see:

http://www.kent.gov.uk/environment_and_planning/countryside_access/traffic_regulation_orders.aspx

PROW – IN THE BOROUGH OF TUNBRIDGE WELLS

NOTICE OF PUBLIC PATH ORDER

TOWN AND COUNTRY PLANNING ACT 1990: SECTION 257

THE TUNBRIDGE WELLS BOROUGH COUNCIL

(PUBLIC FOOTPATH WC20 (PART) GOUDHURST)

PUBLIC PATH DIVERSION ORDER 2014

The above Order was made on 14th January 2014 under section 257 of the Town and Country Planning Act 1990.

The effect of the Order, if confirmed, will be to divert the entire width of that length of Public Footpath WC20 which commences at a point 61 metres north-west of its junction with Jarvis Lane (TQ 7362 3837) where there is an existing gate and runs in a north-westerly through westerly direction for 135 metres to an existing gate at TQ 7350 3839. A new length of Public Footpath numbered WC20 will be provided with a width of 2 metres which commences at the previously described gate at TQ 7362 3837 and runs in a northerly direction for 18 metres to TQ 7362 3839, continuing along an existing trackway in a north-westerly through south-westerly direction for 130 metres to an existing gate at TQ 7350 3839.

All directions general, all distances approximate.

A copy of the Order and the Map have been placed and may be seen free of charge at the Tunbridge Wells Borough Council, Tunbridge Wells Gateway, 8 Grosvenor Road, Tunbridge Wells, Kent, TN1 2AB or at the Kent County Council, PROW and Access Service, Invicta House, County Hall, Maidstone ME14 1XX during office hours. Copies of the Order and Map may be purchased there at a cost of £5.

Any representations or objections relating to the Order must be sent in writing to Ms. Melanie McNeir at the address below no later than Monday 24th February 2014. Please state the grounds on which they are made.

If no representations or objections are duly made, or if any so made are withdrawn, the Tunbridge Wells Borough Council may confirm the Order as an unopposed Order. If the Order is sent to the Secretary of State for the Environment, Food and Rural Affairs for confirmation any representations and objections which have not been withdrawn will be sent with the Order.

Public Rights of Way and Access Service
Kent County Council
Invicta House
County Hall
Maidstone
Kent
ME14 1XX

Dated: 26th January 2014

This document is available in alternative formats and can be explained in a range of languages.

For further information, please contact
Kent Public Rights of Way and Access Service,
on 03000 417171 (local rate) Mon-Fri 9am-5pm
or visit www.kent.gov.uk/countrysideaccess

Kent
County
Council
kent.gov.uk



To place your notice here,
call the Kent Public Notice team on

01303 817056

HIGHWAYS – ASHFORD AREA

**OAK GROVE LANE, HIGH HALDEN
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of construction works for a highway safety improvement scheme, Kent County Council has made an Order to temporarily prohibit through traffic on part of Oak Grove Lane, High Halden.

A closure is planned to commence from 27 January 2014 for up to 2 weeks or until the works have been completed.

Oak Grove Lane will be closed at the junction with the A262 Biddenden Road.

The alternative route is via A262 Biddenden Road and A28 Ashford Road.

Due to the nature of the works, it will not be possible to re-open the road outside the working hours.

**VARIOUS ROADS, ASHFORD (PROHIBITION OF DRIVING)
TEMPORARY ORDER FEBRUARY 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of carriageway patching works, Kent County Council intends to make an Order to temporarily prohibit through traffic on various roads within the Ashford district, from week commencing 10 February 2014.

The roads affected, dates and times of closure and alternative routes are as shown below.

EARLSWORTH ROAD, ASHFORD – closed from the junction with Cudworth Road as far as East Stour Primary School

Monday 10 February 2014 for 2 days, 09:30 hours to 15:00 hours each day

The alternative route is via Fairview Drive, Canterbury Road and Cudworth Road

FRITH ROAD, ALDINGTON – closed between the junctions with Priory Road and Bank Road

Monday 12 February 2014 for up to 4 days – continuous closure

The alternative route is via Priory Road, B2067 Bonington Road, Knoll Hill and Roman Road

SQUIDS GATE LANE, WESTWELL – closed from A252 Canterbury Road as far as the Gliding Club –

Monday 17 February 2014 for up to 6 days - continuous closure

There is no alternative route as the road is a cul-de-sac

WITHERSDANE, WYE – closed from the junction with Coldharbour Lane for its entire length

Monday 24 February 2014 for up to 3 days - continuous closure

There is no alternative route as the road is a cul-de-sac

For the roads with no alternative routes, every effort will be made to maintain as much access as possible when it is safe to do so, but there are likely to be delays at certain times.

HIGHWAYS – CANTERBURY AREA

**CROMWELL ROAD, CANTERBURY
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of works to provide a sewer connection, Kent County Council has made an Order to temporarily prohibit through traffic on part of Cromwell Road, Canterbury.

A closure is planned to commence from Monday 27 January 2014 for up to 2 weeks, or until the works have been completed.

Cromwell Road will be closed in the vicinity of number 16, with no through access between the junctions with Milton Road and Lesley Avenue.

The alternative route is via Ethelbert Road, South Canterbury Road and Puckle Lane.

Due to the nature of the works, it will not be possible to re-open the road outside the working hours

**LINDEN GROVE, CANTERBURY
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of gas mains replacement works, Kent County Council intends to make an Order to temporarily prohibit through traffic on part of Linden Grove, Canterbury.

Linden Grove will be closed from 10 February 2014 for up to 3 weeks, weekdays only, between 09:30 hours and 15:30 hours.

There is no alternative route. Every effort will be made to allow as much access as possible, but some delays are likely.

The closure is from the junction with St Dunstan's Road to the vicinity of number 5.

**SHALMSFORD STREET, CHARTHAM
(TRAFFIC RESTRICTIONS) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of water mains replacement works, Kent County Council intends to make an Order to temporarily prohibit through traffic on part of Shalmsford Street, Chartham, and to impose a 30 mph temporary mandatory speed limit on sections of A28 Canterbury Road, Chilham and Ashford Road, Chartham.

A closure of Shalmsford Street is planned to commence from 15 February 2014, with estimated completion by 23 February.

The closure is in conjunction with temporary traffic lights on the A28 Canterbury Road and Ashford Road.

For the safety of the public and workforce, a temporary mandatory speed limit of 30 mph will be imposed on the section of the A28 Canterbury Road and Ashford Road between the junctions with Bowerland Lane and Nickle Lane.

The actual extent of the speed limit will be defined by 30 mph signage displayed on site, and is for the same period as the road closure.

Shalmsford Street will be closed in the vicinity of the junction with A28 Ashford Road, with no through access.

The alternative route is via A28 Ashford Road, Station Road, Church Lane, Parish Road, Bolts Hill and Shalmsford Street.

Due to the nature of the works, the road closure, 30 mph speed limit and temporary traffic lights will remain in force outside the working hours.

**SYDNEY ROAD, WHITSTABLE & THE STREET, BARHAM
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of carriageway patching works, Kent County Council has made an Order to temporarily prohibit through traffic on part of Sydney Road, Whitstable and The Street, Barham, as shown below.

SYDNEY ROAD, WHITSTABLE – closed between the junctions with Gosselin Street and Grimshill Road
27 January 2014 – 1 day between 07:30 hours and 16:30 hours

The alternative route is via Grimshill Road and Saddleton Road

THE STREET, BARHAM – closed between junctions with Valley Road and Rectory Lane

28 January 2014 – 3 days between 07:30 hours and 16:30 each day

The alternative route is via Valley Road, Brickfield Road, Rabbit hole and Church Lane

HIGHWAYS – DARTFORD AREA

**DALE ROAD, SOUTHFLEET (PROHIBITION OF DRIVING)
TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC TEMPORARY
RESTRICTIONS) ACT 1991**

Because of Pre Patching to surface dressing, Kent County Council has made an Order prohibiting through traffic on Dale Road, Southfleet, on or after 27th January 2014 between the hours of 08.30hrs and 15.45hrs for up to 3 days or until the works have been completed.

The road will be closed between with Station Road and Warren Road.

The alternative route is via Station Road, Westwood Road and Hook Green Road

**ST EDMUNDS ROAD, DARTFORD
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of the Installation of dropped kerbs, Kent County Council intends to make an Order prohibiting through traffic on St Edmunds Road on or after 10th February 2014 for up to 3 days or until the works have been completed.

The road will be closed outside the Baptist Church.

There will be no access for through traffic at this location.

The alternative route is via Farnol Road, Henderson drive and Keyes Road.

HIGHWAYS – DOVER AREA

**CAULDHAM LANE, CAPEL-LE-FERRE
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of gas mains replacement works, Kent County Council has made an Order to temporarily prohibit through traffic on part of Cauldham Lane, Capel-le-Ferre.

A closure is planned to commence from 27 January 2014 for up to 4 weeks or until the works have been completed.

Cauldham Lane will be closed just to the north of the junction with Cauldham Close.

The alternative route is via Capel Street, Hurst Lane and Cauldham Lane.

Due to the nature of the works, it will not be possible to re-open the road outside the working hours.

**HOTEL ROAD, ST. MARGARET'S AT CLIFFE
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of drainage improvement works to alleviate local flooding, Kent County Council intends to make an Order to temporarily prohibit through traffic on part of Hotel Road, St. Margaret's at Cliffe.

A closure is planned to commence from Monday 10 February 2014 for up to 5 days between 07:30 hours and 16:00 hours each day.

Hotel Road will be closed from the rear boundary of Nos. 29 and 31 Granville Road north-eastwards for a distance of 35 metres.

The alternative route is via Bay Hill and Granville Road.

HIGHWAYS – MAIDSTONE AREA

**HART STREET (PROHIBITION OF DRIVING)
TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because it is necessary to install a new water main and connection, Kent County Council has made an Order prohibiting through traffic on Hart Street, on or after 27 January 2014 for up to 7 days or until the works have been completed.

The road will be closed at the junction with Barker Road.

The alternative route is via Barker Road.

HIGHWAYS – SEVENOAKS AREA

**MOORDEN LANE, LEIGH, SEVENOAKS
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2013****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of pre-patching works to surface dressing, Kent County Council has made an Order prohibiting through traffic on Moorden Lane, Leigh, Sevenoaks, on or after 30th January 2014 for up to 5 days or until the works have been completed.

The road will be closed between the junction of Tonbridge Road and Penhurst Road and there will be no access for through traffic at this location.

The alternative route is via: Tonbridge Road, Penhurst Road.

**VALLEY DRIVE (FOOTPATH TO THE DENE), SEVENOAKS
(FOOTPATH CLOSURE) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of gas mains replacement works, Kent County Council intends to make an order as the footpath between Valley Drive and The Dene, Sevenoaks will be closed to pedestrians on or after 15th February 2014 for up to 3 weeks or until the works have been completed. The footpath will be closed from Valley Drive to The Dene and there will be no access for pedestrians at this location.

The alternative route is via: The Dene, Valley Drive.

**VARIOUS ROADS, FOUR ELMS, HEVER, SEVENOAKS
(PROHIBITION OF DRIVING) TEMPORARY ORDER 2014****THE ROAD TRAFFIC REGULATION ACT 1984
AS AMENDED BY THE ROAD TRAFFIC
(TEMPORARY RESTRICTIONS) ACT 1991**

Because of the installation of granite setts, Kent County Council intends to make an Order prohibiting through traffic on various roads, Four Elms, Hever, Sevenoaks as described in the Schedule and the alternative routes are as described in that Schedule. Access will be maintained up to the points of the closure.

The Order will be come into operation on or after 3rd February 2014 and will be valid for a period of up to 18 months.

SCHEDULE

Road Name:	Bough Beech Road, Four Elms, Hever, Sevenoaks
Extent:	from the junction with Four Elms Road/ Ide Hill Road/Pootings Road, south-east for a distance of 50 metres
Dates:	15th February 2014–19th February 2014
Diversion:	Clinton Lane, Chequers Hill, Hever Road, High Street (Edenbridge), Mont St Aignan Way, Station Road, B2027 Four Elms Road and vice versa.
Road Name:	Pootings Road, Four Elms, Hever, Sevenoaks
Extent:	from the junction with Four Elms Road/ Ide Hill Road/Bough Beech Road, north-west for a distance of 50 metres
Dates:	19th February 2014–23rd February 2014
Diversion:	B2027 Four Elms Road, B2026 Main Road, Edenbridge, Crockham Hill, B269 Spout Lane and vice versa.
Road Name:	Ide Hill Road, Bough Beech, Sevenoaks
Extent:	from the junction with Pootings Road/ Four Elms Road/Bough Beech Road, north-east for a distance of 80 metres (to Chapel House)
Dates:	1st March 2014–9th March 2014
Diversion:	B269 Pootings Road, Spout Lane, Main Road, Crockham Hill, B2026 Hosey Common Road, A25 Westerham Road, High Street

Brasted, Main Road Sundridge, Westerham Road Chevening, B2042 Coldharbour Road, Wheatsheaf Hill Ide Hill, Ide Hill Road, Green Lane Hever and vice versa.

**THE KENT COUNTY COUNCIL (VARIOUS ROADS IN THE DISTRICT OF SEVENOAKS)
(PROHIBITION AND RESTRICTION OF WAITING AND
LOADING AND UNLOADING AND ON STREET PARKING
PLACES) (AMENDMENT 5) ORDER 2013**

NOTICE IS HEREBY GIVEN that the Kent County Council intends to make an Order under Section 1, 2, 35, 36, 45, 46, 47, 49, 53, 124, of and Part IV of Schedule 9 to the Road Traffic Regulations Act 1984, the effect of which will be;

In the Town of Edenbridge	
High Street	Removal of limited waiting and permit parking bays and introduction of new double yellow lines associated with new footway construction and reduced road width.
In the Parish of Riverhead	
London Road	Re-arrangement of existing bus stop clearway and limited waiting parking bays (no change to overall capacity).
St Mary's Drive	Extension of the existing double yellow lines around the bend.
In the Town of Sevenoaks	
Hitchen Hatch Lane	Reduction of the existing parking bays and extension of the double yellow lines (to improve access and egress from properties opposite).
Turners Gardens	Extension of the existing double yellow lines around the bend.

A copy of the proposed Order, an explanatory statement and a map showing the lengths of roads concerned may be inspected at the offices of Sevenoaks District Council, Argyle Road, Sevenoaks, Kent, TN13 1HG or at County Hall, Maidstone, Kent, ME14 1XQ during normal office hours.

Any person wishing to support the proposal, or to object to it should write to Steven Noad, Ashford Highways Depot, Javelin Way, Henwood Industrial Estate, Ashford, Kent, TN24 8AD or email tro@kent.gov.uk quoting the name of the Order and stating their reasons, by no later than 17/2/2014.

HIGHWAYS – SHEPWAY AREA

**THE KENT COUNTY COUNCIL (VARIOUS ROADS,
SHEPWAY DISTRICT) (WAITING RESTRICTIONS
AND STREET PARKING PLACES) CONSOLIDATION
(AMENDMENT NO 16) ORDER 2014**

Notice is hereby given that KENT COUNTY COUNCIL propose to make the above named Order under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all

For further information, please contact
Kent County Council Highways and Transportation,
on 03000 418181 (local rate)
or visit www.kent.gov.uk/highways



other enabling powers, and after consultation with the Chief Officer of Police in accordance with Paragraph 20 of Schedule 9 to the Act:

The effect of the Order will be to prohibit waiting at any time (double yellow lines) at the following locations:-

Hythe

A259 Dymchurch Road – On the northwest side of the road, either side of the entrance to Pennypot Industrial Estate Entrance Road, for a distance of 10m.

Pennypot Industrial Estate Entrance Road – On both sides of the road from the junction with A259 Dymchurch Road for a distance of 10m in a north-westerly direction.

Cheriton

Firs Lane, Cheriton – On the west side of the road for a distance of 10m either side of the junction with Star Lane.

Star Lane, Cheriton – On both sides of the road for a distance of 10m in a westerly direction from the junction with Firs Lane.

A copy of the proposed Order, and explanatory statement and a plan showing the area of road concerned may be inspected during normal office hours at County Hall, Maidstone, Kent, ME14 1XQ or at the offices of the Ashford Highway Depot, Javelin Way, Ashford, TN24 8AD.

If you wish to offer support for or object to the proposed Order you should send the grounds in writing to Traffic Schemes Team, Kent County Council Highways and Transportation, Ashford Highway Depot, Javelin Way, Ashford, Kent, TN24 8AD or by email to tro@kent.gov.uk by Monday 17 February 2014

HIGHWAYS – SWALE AREA

PARSONAGE CHASE, MINSTER-ON-SEA, SHEPPEY (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of gas mains replacement works, Kent County Council intends to make an Order to temporarily prohibit through traffic on sections of Parsonage Chase, Minster-on-Sea, Sheppey.

Rolling closures are planned to commence from Monday 10 February 2014 for up to 7 weeks, with an estimated completion date of 28 March 2014.

Parsonage Chase will be closed in phases from the junction with Minster Road as far as number 51 Parsonage Chase.

The alternative route is via B2008 Minster Road, Barton Hill Drive plus one of Darlington Drive, Sanspareil Avenue or Summerville Avenue, according to where Parsonage Chase is actually closed.

Once the closure is beyond the junction with Summerville Avenue, every effort will be made to maintain essential access, but there will be some delays.

Due to the nature of the works, it will not be possible to re-open the road outside the working hours.

HIGHWAYS – THANET AREA

BROADLEY ROAD & FOOTPATH TMS, MARGATE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of works to remove scrap cable from the railway bridge, Kent County Council has made an Order to temporarily prohibit through traffic on part of Broadley Road and Footpath TMS, Margate.

A closure is planned to commence from Saturday 1 February 2014 at 22:00 hours through until Monday 3 February at 04:00 hours.

Broadley Road, Margate will be closed in the vicinity of the railway bridge.

There will be no through access for vehicles or pedestrians between the junctions with Dane Valley Road and public bridleway TM5/TB19A (St Peter's Footpath)

There is no alternative route for vehicles. The alternative route for pedestrians is Dane Valley Road, Shallows Road, Dane Court Road and Broadley Road.

PARK PLACE, MARGATE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of works to provide a gas supply to a new development, Kent County Council has made an Order to temporarily prohibit through traffic on part of Park Place, Margate.

A closure is planned to commence from 27 January 2014 for up to 5 days.

Park Place, Margate will be closed between numbers 23-27, with no through access.

The alternative route is via Grosvenor Gardens, Churchfields, High Street and Grosvenor Hill.

The Prohibition of Driving and One-way Traffic Orders in respect of High Street, Margate will be suspended, between the junctions with Mill Lane and Grosvenor Hill.

Due to the nature of the works, it will not be possible to re-open the road outside the working hours.

POORHOLE LANE, WESTWOOD, BROADSTAIRS (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of vegetation clearance in advance of future road improvements, Kent County Council intends to make an Order to temporarily prohibit through traffic on Poorhole Lane, Westwood, Broadstairs.

Phased closures are planned to commence from 14 February 2014, with estimated completion by 3 March 2014.

Poorhole Lane will be closed to through traffic in short sections. Access will be maintained for businesses from one or other direction during the closure.

The alternative route is via A254 Margate Road and A256 Westwood Road.

It is anticipated that the road will be re-opened outside working (daylight) hours and at weekends, but there may be certain occasions when this is not possible, subject to progress with the works.

VARIOUS ROADS, BROADSTAIRS & RAMSGATE (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because of carriageway patching works, Kent County Council has made an Order to temporarily prohibit through traffic on various Roads in Broadstairs and Ramsgate.

The roads affected, planned dates and times of closure and alternative routes are as shown below.

LINDEN AVENUE and DALMANEY CLOSE, BROADSTAIRS – closed for their entire lengths

30 January 2014 for 3 days – 07:30 hours to 16:30 hours each day

There is no alternative route, and every effort will be made to maintain access from one or other direction when safe to do so.

HOPEVILLE AVENUE, ST PETER'S – closed beyond the entrance to the Co-op and Doctor's surgery
3 February 2014 for 2 days – 09:30 hours to 14:30 hours each day

There is no alternative route, and every effort will be made to maintain access, including for buses, when safe to do so.

HIGH STREET, ST PETER'S – closed between the junctions with Church Street and Harrow Dene
5 February 2014 for 2 days – 09:30 hours to 14:30 each day

The alternative route is via Church Street, B2053 Albion Road, Sowell Street and High Street

CHURCH STREET, ST PETER'S – closed between the junctions Vicarage Street and B2053 Albion Road
17 February 2014 for 1 day between 09:30 hours and 16:00 hours

The alternative route is via B2053 Albion Road, B2053 St Peter's Park Road and A255 Broadstairs Road.

DUMPTON LANE, RAMSGATE – closed between the junctions with College Road and West Dumpton Lane
17 February 2014 for 3 days – 09:30 hours and 16:00 hours each day

The alternative route is via Cecilia Road, A255 Hereson Road, Ramsgate Road and West Dumpton Lane

HIGHWAYS – TONBRIDGE & MALLING AREA

STATION ROAD, AYLESFORD (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because it is necessary to renew the level crossing infrastructure, Kent County Council intends to make an Order prohibiting through traffic on Station Road, Aylesford, on or after 15 February 2014 from 00.01hrs to 05.00hrs 24 February 2014.

The road will be closed at the level crossing.

The alternative route is via Hall Road, A20 London Road, Rocky Hill, Broadway, St Peter's Bridge, Fairmeadow, A229 Royal Engineers Road, Running Horse Roundabout, Forstal Road, Bailey Bridge Road.

WEST STREET, WEST MALLING (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because it is necessary to clear blockages on a BT duct, Kent County Council has made an Order prohibiting through traffic on West Street, West Malling, on or after 27 January 2014 for up to 5 days or until the works have been completed.

The road will be closed from High Street to outside number 16.

The alternative route is via Offham Road, Teston Road, St Leonards Street and High Street.

HIGHWAYS – TUNBRIDGE WELLS AREA

HOLDEN ROAD, SOUTHBOROUGH (PROHIBITION OF DRIVING) TEMPORARY ORDER 2014
THE ROAD TRAFFIC REGULATION ACT 1984 AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

Because it is necessary to install a new gas service, Kent County Council intends to make an Order prohibiting through traffic on Holden Road, Southborough, on or after 14 February 2014 for up to 5 days or until the works have been completed.

The road will be closed between A26 London Road and Vale Road.

The alternative route is via Holden Road, Constitutional Hill and A26 London Road.

John Burr
Director of Highways & Transportation
Kent County Council
Invicta House
County Hall,
Maidstone
Kent ME14 1XQ

Dated 12th January 2014

For further information, please contact
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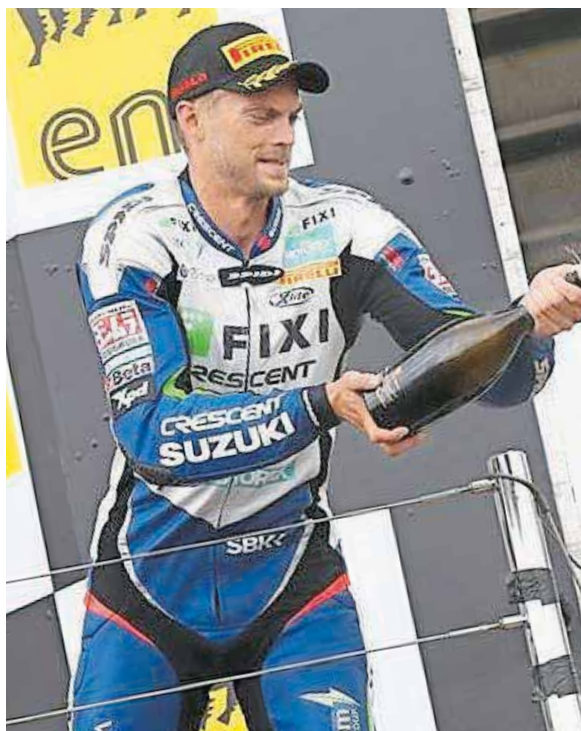


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Camier makes sacrifices

Leon Camier has got a dream ride in the elite of MotoGP but it has come with some difficult decisions

LEON Camier found himself in no man's land this winter after his deal to remain in the World Superbike Championship collapsed.

Now, though, he is two months away from starting afresh in the sport's elite tier, MotoGP proving that sometimes when things don't work out it's not always for the worse.

The Ashford rider, who became the youngest-ever British Superbike champion in 2009, had verbally agreed a deal to stay with FIXI Crescent Suzuki for a third term in WSB.

However, after testing following the conclusion of the 2013 season, he had the deal pulled from under his feet as the WSB runner-up Eugene Laverty was drafted in as his replacement.

It left the 27-year-old in limbo, without a ride and with the number of slots available dwindling.

He was also in the position of having turned down other offers, believing he would remain with Crescent.

But the stars have aligned and he will ride an ART Aprilia for Italian-based Ioda Racing this coming season, getting on the grid alongside the legendary Valentino Rossi and with Italian rider Danilo Petrucci for company as his team-mate.

After finishing 11th in a season disrupted by a serious injury, breaking several bones in his foot in a crash in Turkey, he had hoped to remain with Crescent.

"It was all a bit of a shock, to be honest," he said. "At the end of the season, everything fell apart in a

flash after I thought we had done a deal. I was just waiting to sign a contract after verbally agreeing it.

"I did a test, but it fell apart at the last minute. As far as I was concerned, it was job done. We agreed I was going to do the test.

"If I wasn't riding for them for the next year, what was the point in me developing it for someone else to ride?

"We had agreed financially and the finer details were just to sort out, but they changed the plans."

An old friend offered him a solution when he realised he wouldn't be racing for Crescent this season.

"We were looking at options and the guy who signed me at Alitalia Aprilia [Giampiero Sacchi] in 2010 was now running the MotoGP team for next year and he was keen to do a deal," said Camier.

"I flew out to Italy and met him and discussed everything. It's a good opportunity. Last year Aprilia was really competitive."

“The top guys earn massive, massive money. The situation I'm in is financially really bad. This year I have had to make a lot of sacrifices.”

Leon Camier,
Ashford MotoGP rider

It was a stroke of fortune that Camier needed, having turned his back on other offers, thinking his future lay with the Crescent team.

"The timing was the difficult thing. I had already let other teams down because I thought I was going back to Crescent. I believed they wouldn't mess me around," he said.

"I let all those teams down, then half a week later I was going crawling back to them saying 'I haven't got a ride'. It left me in trouble a little bit."

MotoGP was not his only offer and there were serious discussions with British Superbike teams.

It was a situation not dissimilar to that of Kent favourite Shane 'Shakey' Byrne several years ago when exiting World Superbikes.

Rather than wanting to be an also-ran, he chose to drop back into BSB, where he knew the team and set-up and had a realistic chance of winning races on a competitive bike.

It proved a wise move and the Sittingbourne star has the chance to win a fourth and record-breaking BSB title this year, a feat he almost achieved in 2013, only losing out in the final race at Brands Hatch in October.

"I didn't want to just go there and be a number," said Camier. "It's hard unless you can see the light at the end of the tunnel."

"You're not going to be happy coming sixth, but if that's where you can go, you have to accept it."

Camier feels that he could have made the move up the championships earlier but was wary of all the politics that comes with racing for a

THE RISE OF LEON CAMIER

British Supersport Championship

2004 – 7th place
2005 – 1st place
2006 – 4th place

British Superbike Championship

2007 – 8th place
2008 – 5th place
2009 – 1st place

World Superbike Championship

2010 – 12th place
2011 – 6th place
2012 – 14th place
2013 – 11th place



multi-million-pound-funded team.

He cited the example of fellow Brit and MotoGP rider Cal Crutchlow of being in the right place at the right time to move swiftly from BSB into MotoGP, something he feels he could have followed.

"There were some other offers back in BSB, but I didn't want to come

back," he said. "I want to be world champion if I can."

"I always wanted to be in MotoGP, but as you go up the ranks you realise it's hard to get the right equipment and it's political."

"I raced against Cal Crutchlow throughout my career and regularly beat him, and I've won every champi-



in dream deal

along the way... he talks to **Greg Miles** about the year ahead

onship I've been in apart from WSB, but it just goes to show with Cal that he got the right equipment and moved up. It's just how it goes."

While he admits it became frustrating last year, Camier had high hopes it would improve.

"The situation in WSB was quite difficult. I believed in the potential in the team and I really liked the feeling of the bike," he said.

"It needed a lot more funding and more things to make it work, but next year was looking really promising.

"The things that we were missing were coming in. I believed in the team and the people around it.

"Going out knowing you can win races but not doing it becomes difficult to enjoy all the time unless you can see the light at the end of the tunnel."

While it may be the Formula One of motorbikes, it does not mean everyone is rolling in money in MotoGP.

In fact Camier has had to make cut-backs to take the MotoGP ride, dispensing with things that help with the smooth running of his race preparation and management.

However, he hopes it will be a case of a step backwards to go forwards financially.

"The top guys are earning massive, massive money. The situation I'm in is financially really bad," he said.

"This year I have had to make a lot of sacrifices just to go into MotoGP. It's not good.

"Being in MotoGP does mean there are opportunities for sponsorship, though.

"I had a motor-home which I took

“Going out knowing you can win races but not doing it becomes difficult to enjoy all the time unless you can see the light at the end of the tunnel”

Leon Camier,
Ashford MotoGP rider

to tracks so you can get away and eat what you want and have somewhere to relax and do your pre-race preparation and warm-ups. But I have had to can that.

"My manager, who would help me out with everything, he can't come anywhere any more. I haven't got the money to fund him. My trainer has had to go. It's not how you get the best out of yourself.

"Teams need to have massive budgets to run in MotoGP. These are the times we are in – it's difficult to draw in sponsors. They are suffering to get enough money to do the job."

He has not even seen his machine for this season yet but will get to grips with it for the first time in Malaysia at the end of February.

That will be the first time on the bike before the opening round of 19 in the Middle Eastern nation of Qatar on March 23.

Fortunately, he will have some familiar faces working with him in the Italian set-up.

"If I have got the right people around me you can adapt to a situation quite easily," he said. "I'm not that worried about learning everything. The main thing is having the right team around me.

"I have been lucky enough to get my crew chief and mechanic, who I have got good relationships with."

It represents another exciting chapter in the career of a man who stormed to the British Superbike title in dominant fashion in 2009.

"It's another avenue. If I can have some really good rides in this, then you never know how things are going to go," he said.

"It's another big movement, it's exciting. There's potential to keep moving forward."

He is familiar with his own surroundings with regards to personnel, but the majority of the tracks he will be riding are unknown to him, while there are some that feature on the WSB circuit, including Australia's Phillip Island.

"There are quite a lot of tracks that are new. It's good to watch videos of people racing there before you go," he said. "But when you get to the track the day before you ride the scooter around and get a rough idea of which way it goes, you figure it out when you're doing it. There's no messing around.

"In 2010 when I came into WSB every track was new to me. I remember going to Monza and I was as fast as Max Biaggi after the first session."

Yarnold named in skeleton squad for Winter Olympics

WEST Kingsdown bob-skeleton star Lizzy Yarnold admits it is a dream come true to be selected for the Winter Olympics.

The 25-year-old is currently world number one in the sport and her selection as one of the two females to represent Great Britain in Russia was merely a formality. She has dominated the World Cup series this season, picking up four golds among seven podium finishes before the final event on Friday night.

"This really is a dream come true – my whole life I have dreamt about becoming a British Olympian and for the last five years since I took up skeleton competing at Sochi 2014 has been my primary focus," she said.

"I don't take part in races to come second, so I will approach the Olympic Games as I do every race and give it everything I've got."



LEAD: Yarnold's on top



CRUCIAL: Middleton hit the winner

Striker sidelined after hernia op

GILLINGHAM striker Danny Kedwell will be out for around the next three weeks after having a hernia operation.

The Gills' top goalscorer had postponed the op earlier this month but went under the knife last Thursday and is now in rehab in a bid to get back to fitness.

Captain seals bronze with winning goal

HOLCOMBE'S Barry Middleton struck the winning goal as England claimed the bronze medal in the Hockey World League Final in India.

The England captain netted midway through the second half in the third-placed play-off with Australia in Delhi.

England were ahead for just three minutes in the first half through Tom Carson before Glenn Turner equalised for the Aussies.

Chatham-born Ashley Jackson and Middleton's Holcombe teammate Dan Fox were also involved in the match.

England coach Bobby Crutchley said: "I'm delighted with the result and the tournament as a whole."

Barren run ends as Darts get win

DARTFORD have ended their three-month run without a win in the league.

The Darts scored twice in the first half to secure a 2-1 win at high-flying Kidderminster Harriers on Tuesday night. Despite the win, they are still second bottom in the Conference Premier.

Angels favourite out of retirement

JON Main has come out of retirement to join Erith & Belvedere's relegation fight.

The former Tonbridge Angels, Dartford, Thamesmead Town and Welling United forward hung up his boots in October but will now aim to keep the Deres in Ryman One North following their promotion.

Kent Kings start with Young Stars test

THE Kent Kings have announced who they will be facing on the opening match of the 2014 season.

The Sittingbourne-based team will take on the King's Lynn Young Stars

for the Easter Trophy on Easter Monday, April 21, marking the start to their second season as a new club.

■ For more information, visit www.kentkings.co

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ŠKODA Fabia

13/63 1.4 TSI 180 vRS 5dr DSG Corrida Red under 3,000 miles	£15,995
13/13 1.4 TSI vRS 180 5dr DSG Candy White under 5,000 miles	£14,995
13/63 1.6 TDI 90 SE Estate 5dr Brilliant Silver under 3,000 miles	£13,650
10/10 1.4 TSI vRS 180 5dr DSG Candy White under 26,000 miles	£10,695
11/60 1.2 TSI 105 Elegance 5dr DSG Black Magic under 16,000 miles	£9,895
13/63 1.2 12V 69 Reaction 5dr Meteor Grey Delivery Mileage	£8,995
10/10 1.6 TDI 105 SE 5dr Estate Satin Grey under 32,000 miles	£8,550
13/63 1.2 12V 69 Special Edition 5dr Brilliant Silver under 3,000 miles	£8,295
10/60 1.6 TDI 105 Elegance 5dr Aqua Blue under 43,000 miles	£7,995
10/60 1.2 TDI 105 GreenLine 5dr Estate Arctic Green under 38,000 miles	£7,695
10/60 1.2 12V 69 SE 5dr Hatchback Black Magic under 20,000 miles	£7,695
11/60 1.2 6V S 5dr Hatch Corrida Red under 26,000 miles	£5,995
09/59 1.4 TDI 80 Level 1 5dr Corrida Red under 24,000 miles	£5,695
10/59 1.2 12V 60 Level 1 5dr Corrida Red under 27,000 miles	£5,295

ŠKODA Rapid

13/63 1.6 TDI 105 SE 5dr Red Rosso Brunello	£14,995
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ŠKODA Roomster

13/13 1.2 TSI 105 SE 5dr DSG Steel Grey under 3,000 miles	£13,695
13/63 1.2 TSI 105 SE 5dr Black Magic Delivery Mileage	£12,995
13/63 1.2 TSI 86 SE 5dr Brilliant Silver under 1,000 miles	£12,650

ŠKODA Yeti

13/63 2.0 TDI 140 Adventure 5dr 4x4 Candy White Delivery Mileage	£20,495
13/63 2.0 TDI 140 Adventure 5dr 4x4 Brilliant Silver Delivery Mileage	£20,495
13/63 1.2 TSI 105 SE Plus 5dr DSG Candy White under 3,000 miles	£17,695
11/11 1.8 TSI 160 SE 5dr 4x4 Candy White under 24,000 miles	£14,995
10/60 2.0 TDI 110 SE 5dr Aqua Blue under 36,000 miles	£13,995
10/60 2.0 TDI 110 S 5dr Black Magic under 12,000 miles	£13,995
11/61 1.2 TSI 105 S 5dr Candy White under 21,000 miles	£11,895

ŠKODA Octavia

13/63 2.0 TDI 150 Elegance Estate 5dr Brilliant Silver under 3,000 miles	£21,995
13/13 2.0 TSI 220PS vRS Estate Manual Race Blue under 1,000 miles	£21,995
13/13 2.0 TDI 170 vRS Estate Steel Grey under 3,000 miles	£17,995
12/62 2.0 TDI CR 170 vRS 5dr Estate Race Blue under 6,000 miles	£17,650
13/63 1.6 TDI 105 SE 5dr Hatchback Brilliant Silver under 3,000 miles	£16,995
13/13 2.0 TDI CR 150 SE 5dr Hatchback Candy White under 4,000 miles	£16,995

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13/13 1.6 TDI 105 Elegance 5dr Estate Cappuccino under 10,000 miles	£15,850
11/11 1.6 TDI 105 Elegance 5dr Storm Blue under 13,000 miles	£13,360
11/11 1.8 TSI Lauren & Klement 5dr DSG Storm Blue under 18,000 miles	£12,495
11/11 2.0 TDI 140 Elegance 5dr Hatchback Brilliant Silver under 34,000 miles	£11,995
12/61 1.6 TDI CR Elegance 5dr Hatchback Rosso Brunello under 16,000 miles	£11,995
10/10 1.6 TDI CR Elegance 5dr Hatchback Arctic Green under 16,000 miles	£11,995
09/59 1.9 TDI Elegance 5dr Estate DSG Brilliant Silver under 34,000 miles	£11,450
10/60 1.8 TSI 150 Elegance 5dr DSG Brilliant Silver under 24,000 miles	£10,995
09/59 2.0 TDI PD Laurin & Klement DGS Hatchback Stone Grey under 32,000 miles	£9,995
10/60 1.2 TSI 105 S 5dr DSG Arctic Green under 21,000 miles	£8,995

ŠKODA Superb

13/63 2.0 TDI 170 Outdoor Estate 4x4 5dr Black Magic Delivery Mileage	£25,995
12/62 2.0 TDI 140 S 5dr Estate DSG Steel Grey under 15,000 miles	£15,995
11/61 2.0 TDI SE 5dr DSG Black Magic under 32,000 miles	£12,995
10/60 1.9 TDI GreenLine 5dr Hatchback Brilliant Silver under 20,000 miles	£11,995

DSG/Automatics

12/62 Superb 2.0 TDI 140 S 5dr Estate Steel Grey under 15,000 miles	£15,995
13/13 Fabia 1.4 TSI vRS 180 5dr DSG Candy White under 5,000 miles	£14,995
13/13 Roomster 1.2 TSI 105 SE 5dr DSG Steel Grey under 3,000 miles	£13,695
09/59 Octavia 1.9 TDI Elegance 5dr Estate DSG Brilliant Silver under 34,000 miles	£11,450
10/60 Octavia 1.8 TSI 150 Elegance 5dr DSG Brilliant Silver under 24,000 miles	£10,995
10/10 Fabia 1.4 TSI vRS 180 5dr DSG Candy White under 26,000 miles	£10,695
09/59 Octavia 2.0 TDI PD Laurin & Klement DSG Hatchback Stone Grey under 32,000 miles	£9,995
10/60 1.2 TSI 105 S 5dr DSG Arctic Green under 21,000 miles	£8,995

Demonstrators

13/63 Superb 2.0 TDI 170 Outdoor Estate 4x4 5dr Black Magic Delivery Mileage	£25,995
13/60 Octavia 2.0 TDI 150 Elegance Estate 5dr DSG Brilliant Silver Delivery Mileage	£21,995
13/13 New Octavia 2.0 TSI 220PS vRS Estate Manual Race Blue under 1,000 miles	£21,995
13/13 Octavia 2.0 TDI 170 vRS Estate Steel Grey under 3,000 miles	£17,995
13/63 Yeti 1.2 TSI 105 SE PLUS 5dr Candy White under 3,000 miles	£17,695
12/62 Octavia 2.0 TDI CR 170 vRS 5dr Estate Race Blue under 6,000 miles	£17,650
13/63 Octavia 1.6 TDI 105 SE 5dr Hatchback Brilliant Silver under 3,000 miles	£16,995
13/13 New Octavia 2.0 TDI CR 150 SE 5dr Hatchback Candy White under 4,000 miles	£16,995
13/63 Fabia 1.4 TSI 180 vRS 5dr DSG Corrida Red under 3,000 miles	£15,995
13/13 Octavia 1.6 TDI 105 Elegance 5dr Estate Cappuccino under 10,000 miles	£15,850
13/63 Rapid 1.6 TDI 105 SE 5dr Red Rosso Brunello under 3,000 miles	£14,995
13/13 Fabia 1.4 TSI vRS 180 5dr, DSG Candy White under 5,000 miles	£14,995
13/13 Roomster 1.2 TSI 105 SE 5dr DSG Steel Grey under 3,000 miles	£13,695
13/63 Fabia 1.6 TDI 90 SE Estate 5dr Brilliant Silver under 3,000 miles	£13,650
13/63 Roomster 1.2 TSI 86 SE 5dr Brilliant Silver under 1,000 miles	£12,650
13/63 Fabia 1.2 12V 69 SE 5dr Brilliant Silver under 3,000 miles	£8,295

Other makes

12/12 VW UP 1.0 Take Up 3dr White under 3,000 miles	£6,995
09/09 VW Polo 1.4 Match 5dr Anthracite under 39,000 miles	£6,450
09/59 Mazda 2 1.3 TS2 5dr Icy Blue under 23,000 miles	£6,395
09/09 Vauxhall Agila 1.2 16V 5dr Moroccan Blue under 28,000 miles	£5,650

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